Cycle News

WEST VOLUME X NUMBER 29 July 31, 1973 FIFTY CENTS

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Norton 850 & Yamaha 750
page 24

Falta takes Ohio Inter-AMA
page 22

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page 6

Alaskan MX
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Gardena Gold Cup
page 8

Lotsa Speedway

Newspaper

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Well, we've decided to give you one more chance. We are sure you didn't mean to pass up our offer. Probably you tried to call us and the lines were busy, or the boss was looking over your shoulder all week and you couldn't get to a telephone. Or you tried to call collect. Okay, we'll give you the benefit of the doubt, and call off the gorilla. (He responds to an electronic receiver in his kidney belt). But first, you have to subscribe to Cycle News. After all, it's YOUR problem and you can't expect us to spend our valuable time helping you out for nothing, right? Right.

The number, in case you forgot (or the gorilla ate it) is (213) 427-7433, and ask for the subscription taker.

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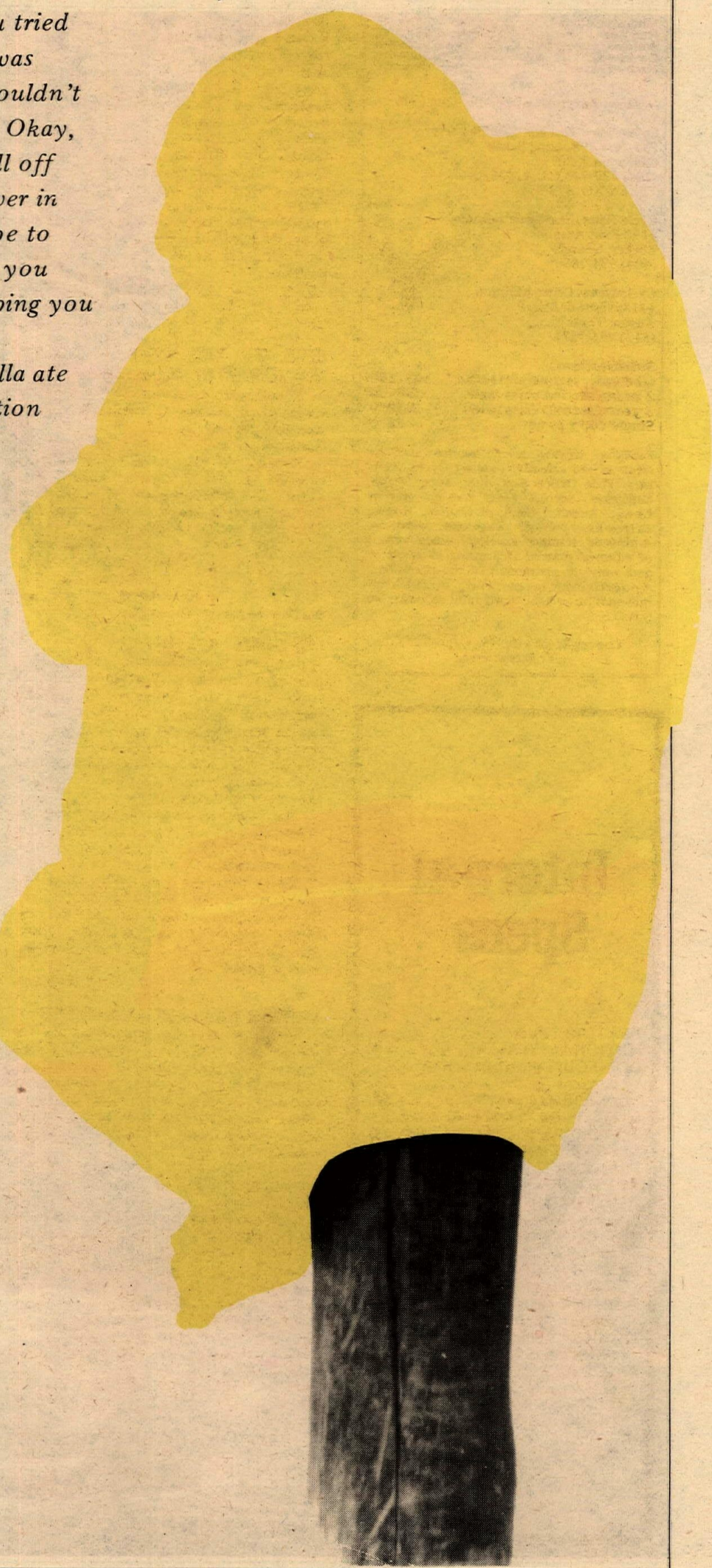

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Voices of the West

HOLIFIELD TO ULRICH

Thank you for your recent letter and the clipping from Cycle News.

I discovered long ago, that the only persons who escape criticism are those who do and say nothing. This applies equally to writers and to those in public life. Even one's best intentions will draw the wrath and condemnation of those who hold opposing views.

Certainly the observation by one of the writers of a letter to Cycle News is in error, at least where I am concerned. I gladly gave you an interview because I thought that your questions and my answers to them would be of interest to your readers. I also was glad to lend my assitance to your journalistic efforts because I thought that the views of elected officials and appointed officials would be valuable to your readers. Having known you long before you began writing for Cycle News, I believed that the objectives of your articles would serve a most useful purpose and I hope that the criticism which you have received will not deter you from that purpose.

CHET HOLIFIELD
U.S. Congress
Washington, D.C.

STEVIE, THE LOVELY LADY RACER FROM KANSAS

I am trying to locate the lovely lady racer from Kansas named Stevie, last seen by me at the U.S. Grand Prix at Carlsbad.

Stevie, if you read this, please contact me, or if anyone reading this know the whereabouts of this fine Kansas female speed racer, please tell her "Big Dan" is looking for her.

BIG DAN
c/o Bettencourts Honda
31 South Main St.
West Bridgewater, Mass.

Big Dan is looking for you...Ed.

NO DAVE, NO GREG

I have always dreamed of being a part of the industry of motorcycling.

I had the pleasure of being introduced to Mr. Dave Ekins, and I would have been more than happy to just accept a hardy hand shake and be able to pass it on that I had the privilege of meeting someone who I always thought the world of.

But Dave is more than just a great rider. He gave me my first chance to be a part of the sport by giving me a spot in the magazine he created.

Since Dave has been relieved of his position on the staff of "Dirt Rider" Magazine, understandably I will no longer be contributing to "Dirt Rider Handbook" which Dave had given me sole responsibility for.

GREG BAHRMAN

MONEY-COLORED STICKIES

Please re-print the attached letter for your readers. It shows that as of this date Los Angeles County has received approximately $70,000 of in-lieu tax money from off-road vehicle registrations. Incorporated cities within the county have received a similar amount.

We urge all off-road vehicle enthusiasts in this area to write to their city councilmen or county supervisors and request that this money be set aside in an off-road vehicle fund as was the intent of the legislature when the off-road vehicle registration law was passed.

The name and address of your local councilman or supervisor should be available from the local League of Women Voters who are listed in the phone directory.

MR. & MRS. CHARLES A. SMITH
Altadena, Calif.

Dear Mr. Smith:

Thank you for the recent letter from yourself and Mrs. Smith seeking information on the in-lieu tax money which Los Angeles County has received.

The last disbursement by the State Controller's Office was in October of 1972 and covered the first three months of the registration program, July through September. At that time Los Angeles County received $23,973.55. This amount is just for the unincorporated portion of the County. In addition to that money, the 77 incorporated cities within the County received a total of $27,288.61.

The Controller's Office informs us that the next allocation will be made in mid-July, covering the months from October, 1972 through June of 1973. While the amount of each disbursement has not yet been computed, it is estimated that is would be somewhat less than twice as large as the totals for October as indicated above.

RONALD D. RAWLINGS
Park and Recreation Specialist

AW C'MON, MOM

I've got a Yamaha GT1 80 that's a month old. When I went to get it she told me (my Mom) that it has to be street legal. So I picked out a Yamaha Enduro 100 racing bike and she said it's too big. And I'm 5'1" tall. So I get the Yamaha 80 and now she won't let me even take off the turn signals to race. What do you think?

MIKE RAMOS
Kamath, Calif.

Tell Mom that if you don't remove the turn signals to race, they'll get broken off...Ed.

THE REAL DAVID FULLER

Where Are You David Fuller? Will the real David Fuller who rode in El Trial de Espana last December please write to David Fuller in Canada. David Fuller, 3483 Hutchison Street, Montreal 130, Province De Quebec, Canada.

VIC CONAWAY
Westerville, Ohio

Writin' Around

by Charles Clayton

Would you welcome, please...

Whether you noticed or not, Cycle News has a new Publisher, a person whom I have known over twenty years and one that I can assure readers has the highest qualifications for the job.

"What does a publisher do?," you may well ask.

Webster's defines "publish — to declare publicly. To make generally known," and "publisher — 1) a member of the Jehovah's Witnesses sect who is expected to devote at least 60 hours of his time to propagation of the faith on a door-to-door basis. 2) Owner and operator of a newspaper."

Sometimes the dictionary is not much help, for the new publisher is not in any way connected with the Jehovah's Witnesses. She is a brought-up Mormon, though she occasionally takes beverages stronger than Sanka, actually.

"Owner and operator of a newspaper," okay. That's Sharon Clayton. But what does a publisher do? A publisher is to publish, right? So, back to the lexigraph... "Publish — to disclose, make publicly known." That's it.

I don't know about other places, but at Cycle News the publisher is ultimately responsible for the editorial content and quality of the paper and for arbitrating disputes between the Editorial and Advertising departments. She has to be able to collect and spend a million to a million-and-a-half dollars a year to do her duties.

We don't burden the publisher very much with circulation or advertising sales, since they are being very capably handled by their departments.

In her spare time, Sharon serves as Trustee for the American Motorcycle Association (it would take another column to disclose what an AMA Trustee does.) She knows how to fly airplanes, work computers, ride motorcycles and cook. She is as honest as Edith Bunker without being dumb like the one on TV (I've got to write carefully here, since Edith Bunker happens also to be Sharon's mother's maiden name.) Sharon is rather more careful than I am or ever was, but she is not afraid to do whatever is legally and morally necessary to faithfully execute her duty to "publish, disclose, make publicly known."

Chauffeur Mike Colikas delivers Publisher Clayton to her office.

Fast money at Laguna Seca:

Go to one of these dealers for your Discount Coupon and save a little money on a big money race.

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B AND T CYCLE CITY
Sacramento

KAWASAKI POMONA, INC.
Pomona

NEVADA DEALERS

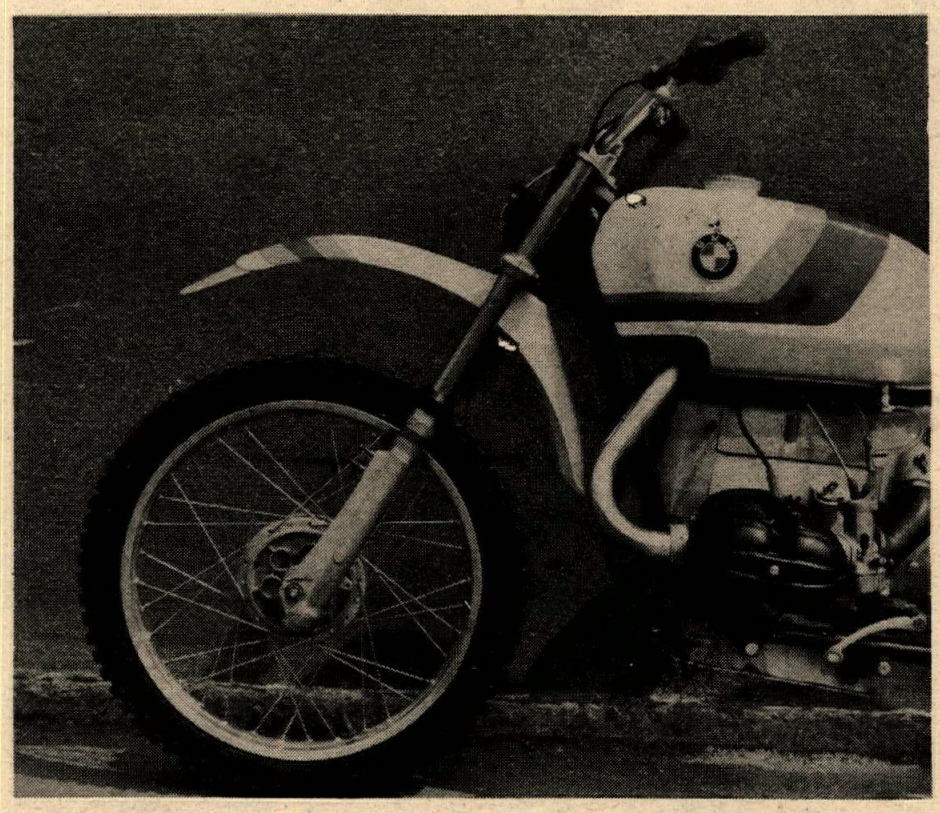
KAWASAKI RENO
Reno

KAWASAKI OF LAS VEGAS
Las Vegas

VEGAS CYCLE CENTER
Las Vegas

the latest poop

by Papa Wealey



Many BMW owners will blink their eyes when they see the three BMW 750cc bikes that have been entered by the German factory in this year's International Six Days Trials. Practically the only thing that makes these motorcycles recognizable as BMWs are the insignia on the tank and the well-known horizontally opposed twin engine. Beyond that, a major effort has been made to give the BMW competitors every possible advantage to pass through the terrain that they must expect in this trial.

The weight of the entire bike has been reduced to just under 300 lbs. — with the tank full. Greater ground clearance has been achieved in a very simple but ingenious way. The electrical starter and the complex air intake chamber normally present at the top of the BMW engines have been whisked away, giving the engine a chance to sit closer to the tank and further off the ground.

It is notable that the BMW factory's newly created Sports Department, which has jurisdiction over all sports activities, for motorcycles as well as cars, has seen fit to equip the ISDT motorcycles with slide carburetors rather than the standard vacuum type. The unusual striping on tank and fenders shows the distinctive colors of the BMW Sports Department. Every motorcycle, sidecar unit, and racing car officially sponsored by BMW carries the new colors.

Look for a new CMC road racing track. Anzac? Whiteman? Santa Barbara?

* * *

BIG BIKE BINGO: There has been a big staff swapping orgy among the dirt bike monthlies. It seems to have started when Rick Seiman was made publisher of Hi-Torque publishing, the manufacturers of "Dirt Bike" and "Motocross Action". Shortly thereafter Pete Szilagyi, "MX Axshun" Editor, left to go freelance. This left Paul Boudreau as leading figure on the staff, but a few days later he had lunch with Dave Swift from "Dirt Bike," and Bob Braverman, head of the "Dirt Rider" and "Cycle Rider" group. "Brave"decided that he liked the former CN staffers (a little history there) and got ready to hire them. In the meantime, Dave Ekins, Editor of "Dirt Rider" got the drift of what was happening and split. So Paul and Dave now run "Dirt Rider", leaving we're-not-sure-who at the helm of "Dirt Bike" and Mike Curley running the branny new "MXA". We got all this from a girl at "Motorcyclist", incidently.

* * *

In the meantime, there is a new head man at "Cycle Guide" (which used to be run by Bob Braverman), replacing Frank Connor. T.C. Brown is his name.

* * *

The latest from Cycle News is that John Ulrich, known and feared by politicians everywhere, has come to us on a full time basis as a new member of our editorial department.

* * *

High Point T.T. Novice and one of the high point Novices in the Nation, Jim Oliver, broke his leg at the Graham Washington TT two weeks ago and will be out for the remainder of the dirt season. Hopefully, he'll be ready for the short track season this fall. Speedy recovery, Jim.

A comparison of fatal motorcycle accident victims by H.A.B. Wiseman and C.V. Haviland of the University of Miami, Florida discovered that the dead were identical in all measurable respects to the prisoners booked on a typical weekend into the Dade County jail. Wiseman guesses that high-risk personalities tend to use their cycles as extentions of their personalities, thus frequently getting snuffed.

* * *

Top British ISDTers, Mick Andrews and Martin Lampkin, have withdrawn from England's Vase B team.

* * *

Roger DeCoster took two seconds for a victory at the West German GP. Willi Bauer won the first moto, but dropped out of the second while leading when a stone hit him in the eye. This gives Roger a 16 point lead, 123 to 107, over Willi. The second moto was won by Adolf Weil.

* * *

And in road racing, Giacomo Agostini beat Phil Read in the 500 class and took second in the 350 class behind Teuvo Lansivuori at the Czech GP. Dieter Braun was the 250 winner and Otello Buscherini was 125 winner.

* * *

For those of you who would like to ride your street bikes fast, Willow Springs road racing track is open all week long and on weekends when there aren't any races scheduled. The fee for a full day is $15 per rider. Willow Springs is located about five miles west of Rosamond, California (which is North of Palmdale). Take something to drink; it gets hot.

* * *

John Ulrich got two bizarre phones calls last night. One was from the head of the La Mirada Horseman's Association (who bears the handle "Bill Buck"), offering his support for the establishment of motorcycle trails or parks in La Mirada. The other was from some freaked out dirt rider who called at one o'clock and said that he and his buddy were going to tie John behind their Huskies and drag him through the cactus. Some times we don't like bikers as well as other people.

* * *

Award for the worst luck of the night (after maybe Gary Scott) for disasters at the Ascot TT goes to Cal Rayborn. Cal was running second in his heat when a boogered sprocket broke a chain. He fixed it, started in the back row of his Semi and won it. He had begun to work his way up through the pack in the Main when, with no provaction, another chain broke. "In all the years that I've been riding Harleys," said Cal, "I've never broken a chain before tonight." We commented that we hoped he shook off his bad luck this week and Cal said, "I can't afford to. I haven't got any good luck, and if I get rid of my bad luck, I won't have any."

* * *

We misrepresented Mike Devlin a few weeks ago when we said he finished second at Riverside on a 350 Yamaha. Mike, aboard a 250, was keeping 350 mounted Don Emde in sight.

* * *

Congressman John E. Moss (D-Cal). Chairman, Subcommittee on Commerce and Finance, laid to rest MIC claims that effective anti-No Fault Insurance lobbying had been done during this session of Congress. In a letter to John Ulrich, dated July 13, Moss stated that "Most of the contacts on the legislation relating to motorcycles have been by letter from individuals." Answering questions about what he planned to do to insure that NFI did not nail bikers, Moss said, "In the course of the hearings which I intend to hold on No-Fault motor vehicle insurance sometime after Labor Day, it is my intention to give detailed consideration to the question of covering motorcycles and the premiums which would be payable by their owners. We intend to receive testimony from manufacturers of motorcycles and representatives of motorcycle owners."

* * *

Notice the paper doesn't look quite so much like an unmade bed? Graphic artwise, the credit belongs, along with considerable cash, to 25-year-old design whiz Roger Black. Roger managed to revise the graphic layout of Cycle News without sacrificing any of its timeliness. The revision is appearing little by little, week by week. See if you can spot the changes.

* * *

WATERGATE has nothing on us. Watch for a Big Scandal to break open soon.

* * *

If you are 22.7 years old, with prior driver training, have a sissy bar on your 250cc-or-larger bike and a tattoo on your body, maybe you should consider giving up street riding for a while. You closely resemble the typcial motorcycle rider involved in serious injury accidents, according to a recent University of California study. Whatever you do, don't ride between the hours of 6-9 p.m. on any weekend between July 2 to 8. That's when the most injury accidents happen.

* * *

The way to pick up girls at Ascot is to stop at the Kentucky Fried Colonel on your way and buy a bucket of chicken. You'll have to fight them off. For that the bones are handy.

* * *

Rolf Tibblin's Motocross School is going to have a powderpuff session during the first week of September.

* * *

If you have a problem with wind roar in your helmet, you could try stuffing socks in your ears.

* * *

Incidentally, people out there are beginning to investigate sound levels in helmets at the ear when bikers are driving at freeway speeds. At the moment, according to investigators at one major motorcycle company, the Bell Magnum is the quietest.

GEOFF PERRY KILLED

TAHITI, July 23 — Geoff Perry, winner of the Road Atlanta National Championship Road Race, was killed here today in an airplane crash that took the lives of 71 persons. The 24 year old Aukland, New Zealand resident was a four time winner of the Singapore Grand Prix and was a member of the U.S. Suzuki racing team. Ironically, Perry was just about to complete a six year apprenticeship in jet aircraft engine maintenance. The crash was blamed on a broken windshield, however. Perry is survived by his wife and father.

* * *

Last week Papa escaped from a burning Alfalfa Romeo. Next week he has to escape from a flying French Canadian and a devilish Dart.

* * *

All the time it seems more like Giacomo Agostini is going to quit the problem ridden MV factory and go to work for Honda, who are, it seems, going to make a comeback in European road racing. Agostini has certainly been approached by Honda, but whether he accepts or not remains to be seen. Honda apparently is tired of seeing Yamaha win all the races over there and gobble up a bigger portion of the market, so they decided to do something about it. Honda is just one to do it, too.

* * *

We were puttering around in Costa Mesa the other day and encountered Cliff Carr, Kawasaki pavement scratching ace, riding around on one of the new 400cc three cylinder S-3 Kawasaki two-strokes that will be shown to the press for the first time this week. Unlike the black and red one that our spies saw before, this one was kind of turquoise on blue. It does indeed have the rubber engine mounts.

* * *

Next we stopped in to see Skip Newell, Kawasaki PR director, and were unhappy to hear that he is going to give up the motorcycle biz and move up to northern California to farm, raise ducks and fish, and unwind. His last official act will be to host the new model preview at Laguna Seca this week. He is the man behind Kawasaki's sponsorship of the Monterey National. He is glad, he says, to get away from the pressures of budgets, programs, and press persons who go announcing machines before they are released. "But I wonder," said Skip, "How I'm going to fix my wind mill." He'll be missed.

* * *

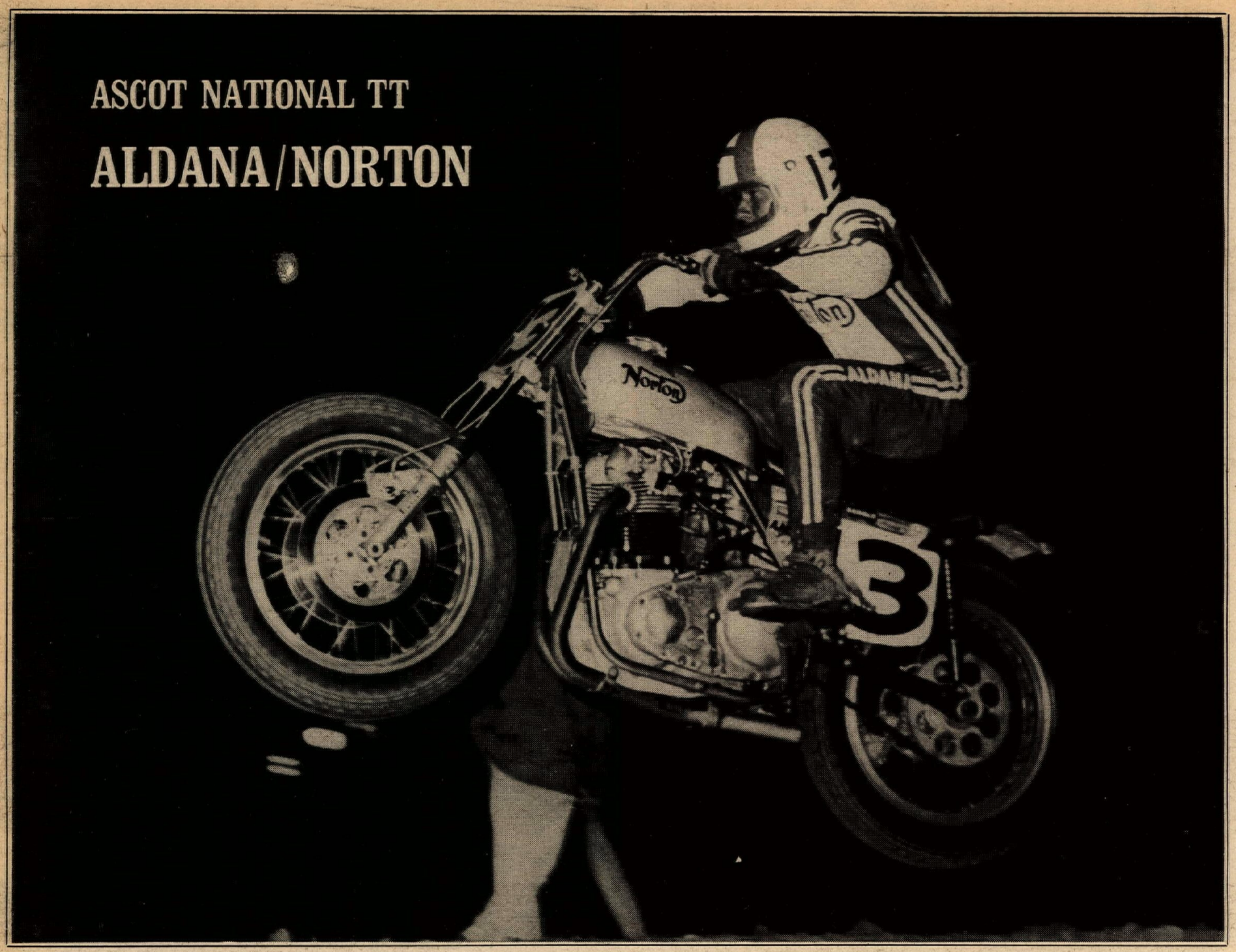
Stay tuned folks; find out in an upcoming issue what makes Marcia Mettco tick. If you've been passed lately by someone who has the name Marcia Mettco on the back of her jersey, you've been had by the powder puff streak. Soon we'll let you know the truth about how fast her Miranda is, and how many horsepower it puts out at f8/250. Find out, too, about her overexposed Penton, pushed at 125. Ever wonder why people jumped out of second story windows or leap in front of cars with an armful of groceries? We have, too. Is it true that she was screened for the Los Angeles Rams while wearing her Jofa shoulder guards? Is it true that she invented the term 'squid'? We hope to find out the truth to these and other questions by cornering her against her will in the editorial offices of Cycle News.

* * *

Two water cooled Harley-Davidson 350 road racers are making the round in the European Grand Prix circuit. We may see some over here rather soon.

ASCOT NATIONAL TT

ALDANA/NORTON



David doubles at Ascot, Two wins in two nights.

Photos by Dan Mahony

GARDENA, CAL., July 22 – Anytime Dave Aldana is on the track or in the pits, you wonder what he is going to do next. At Castle Rock, Washington, he jumped off the side of the course in practice and then crashed in time trials. At the San Jose Mile he received his trophy for winning the "Trophy Final" from pro-footballer Ben Davidson while standing on the seat of his Norton.

The 12th annual Ascot National TT is now history and Dave Aldana is again written into the racing history books. In typical Aldana style it had a lot of flare, and he became the first Norton rider to ever win a National dirt track event. Aldana became the twelfth rider in thirteen national races this year to snare off a National victory. It did not come easy.

It was billed as a "must" win for Gary Scott if he was to keep pace with Kenny Roberts in the Grand National title chase. Scott knew it and charged to the front from the flag. Aldana was right on his rear wheel and the two soon opened up a big gap on Kenny Roberts who was running a lonesome third place. The two rider Triumph vs. Norton duel went lap after lap and corner after corner on the toughest T.T. track in America.

Aldana was riding the smartest race of his career, not trying to win it on every corner of every lap, but letting Scott set the early pace and waiting for an opening.

Scott was in command through the first 16 laps. But from lap 13 on it was obvious that one of the two machines was developing an engine problem but the two were running so close that it was difficult to tell which one. It was soon evident that Scott was having trouble. A blown oil line had covered his rear wheel with slime, and the Triumph slowed considerably. Aldana shot into the lead as Scott dropped way back. Even with a sick engine, Gary had built up enough of a lead over Roberts to hold second until he dropped out on lap 22.

Kenny then moved up to take second for the second week in a row in a National TT event and again stretch the point gap over Scott, who has now had two straight TT's in the bag only to lose them due to fall downs or mechanical troubles.

Terry Dorsch was off to a good start and was a solid third at the finish. A big battle developed behind Dorsch for fourth, however. The cast included rookie Scott Brelsford, John Hateley, Dick Mann, Gene Romero and Mert Lawwill. Behind them was another duel between Tom Rockwood, Jim Rice, Eddie Mulder and Jimmy Odom.

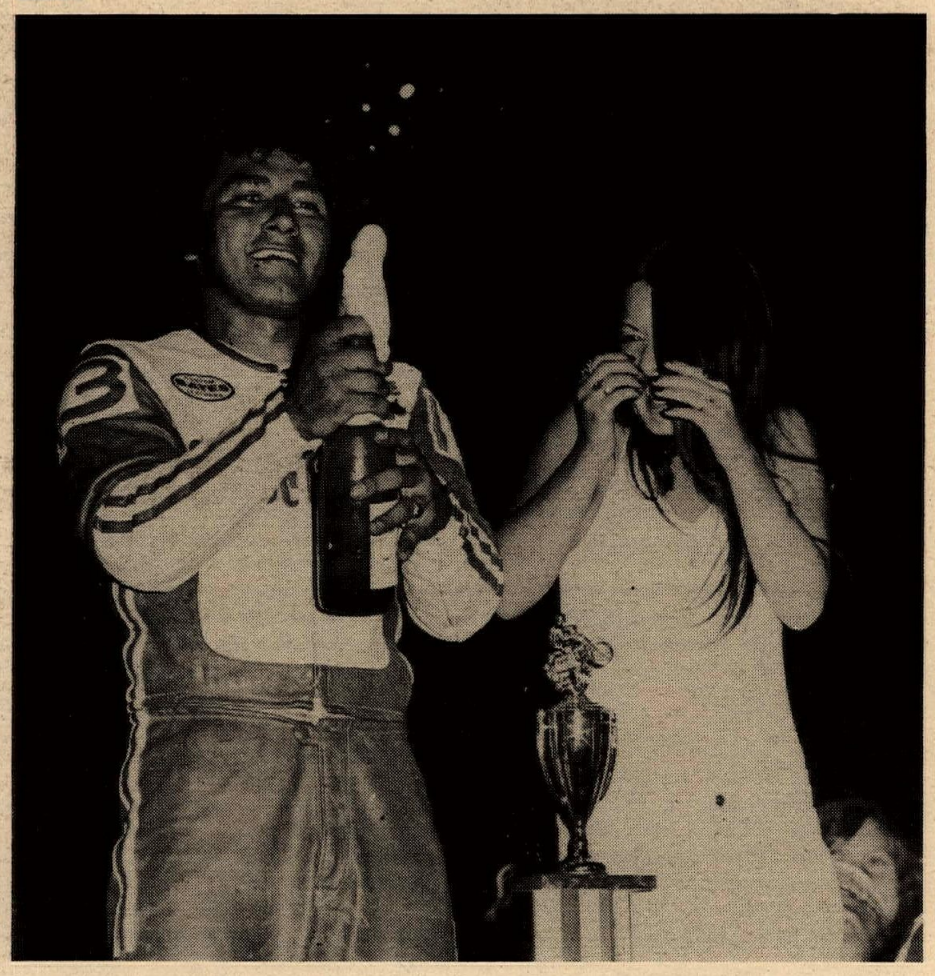
Brelsford had barely squeeked into the final, placing second in one of the two Semi Main events that only took two riders to the Feature. An excellent first lap in the final found him well up inside the first ten. Hateley was a solid eighth in the first five laps but missed turn two and dropped nearly to last place. From them on it was a come-from-behind effort for the former Houston winner. By lap 10 he was back up to twelfth, on lap 15 he was eighth again. By lap 20 John was sixth, but the laps ran out and it earned him a fifth place finish, behind Brelsford.

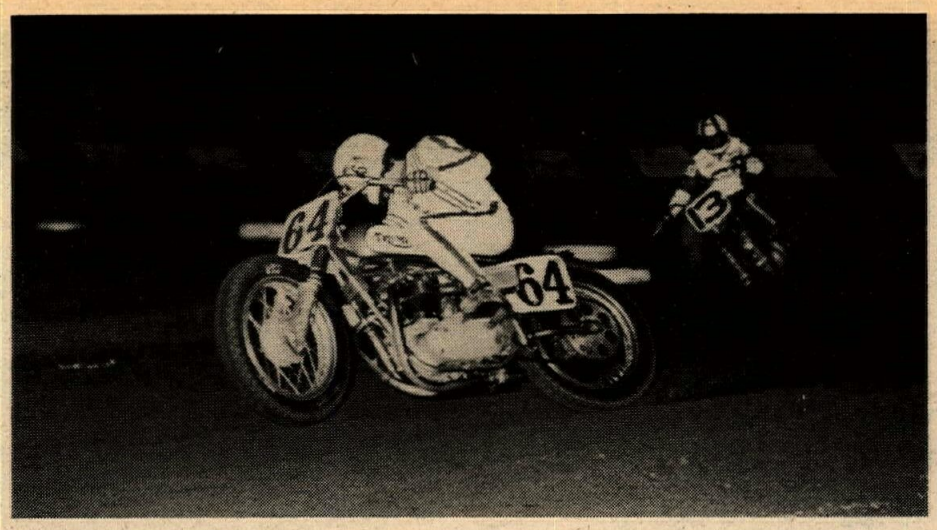
Mann and Romero went at it most of the way and waged a fine two rider duel for the number six spot, that went to the last lap. Dick grabbed it and again made another climb towards the top in the national standings.

Rockwood caught and passed both Rice and Mulder early in the race, but ignition troubles set in later and Rice repassed him. Tom held off a late bid by Mulder to hold down tenth. Jimmy Odom got going late in the race but failed to catch Mulder at the finish.

The finish, by the way, was the hottest item of the night. Aldana pulled in and his Norton immediately caught on fire! Pit men came running from all directions, as they usually do, but failed

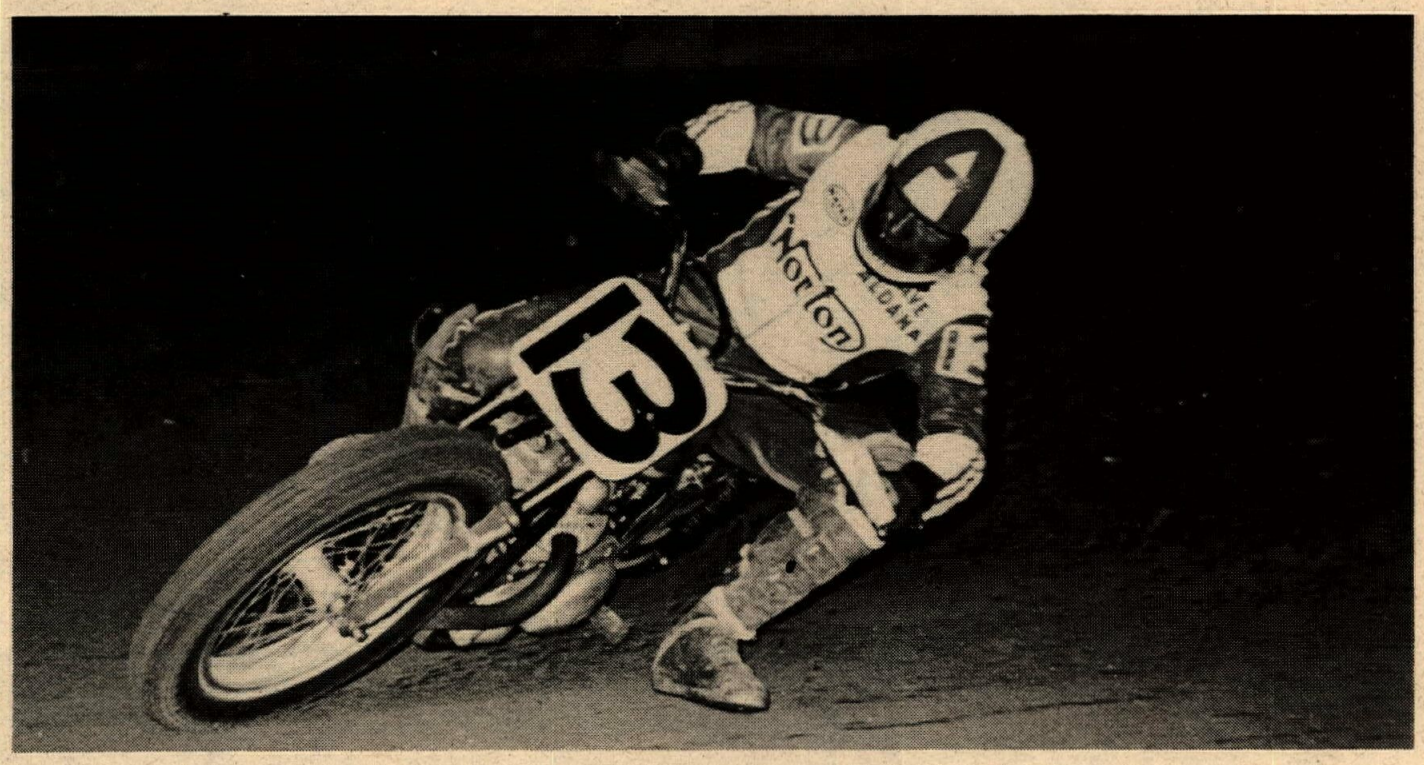
Victory bubbles, gold and giggles. Dave Aldana enjoys the fruits of his first National win this season.



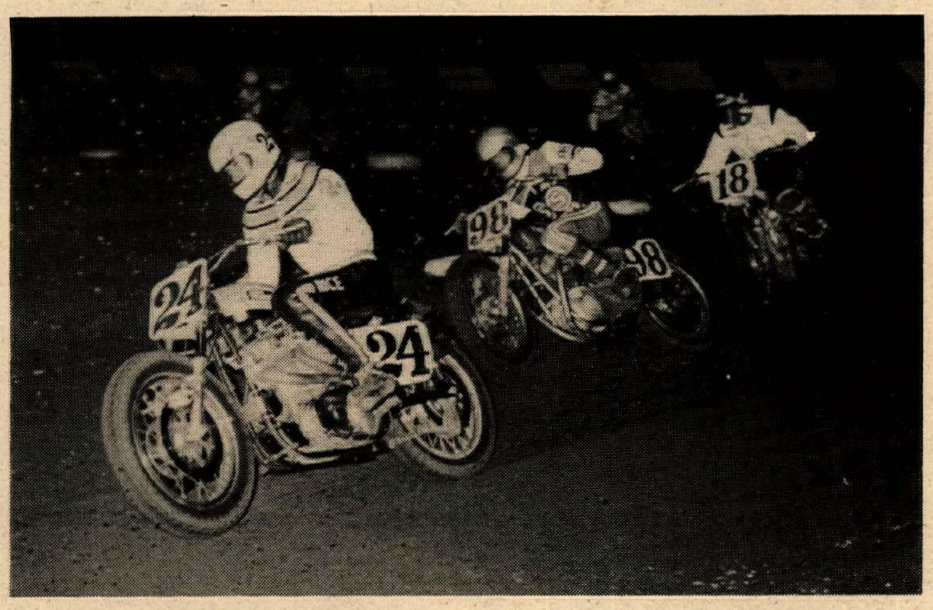


Every time Scott looked back, Aldana was right there.

Ken Roberts set fast time, finished second in the National. Here he leads Hateley in the heat.



With Scott out of the race, Aldana was never challenged for the front slot. David had the Norton cookin' (it caught fire afterwards).



Rice, Hateley and Odom on the wick. Little John moved up to finish fifth.

Gary Scott, hounded by Aldana, set the pace until his engine started losing oil.

to put out the flame on the hottest Norton in competition (on and off the track). Kenny Roberts sized up the situation and started spinning doughnuts, throwing dirt on the fallen Norton. It was the only time during the night he got close enough to do it, and the point leader was not going to pass up the opportunity. It worked and the fire went out.

Into the winner's circle went Dave Aldana and his Norton. A "first" in national racing on the dirt. Along with it went a $2,000 bonus from Norton and a pile of additional purse and contingency money that totaled over $5,000.

The win also tied another Ascot record. Aldana became the second rider in Asoct History to win back to back on the Half Mile on Friday night and a TT on Saturday night. The only other rider to ever do it was the retired Ralph White back in 1965.

Early action saw Roberts top the time trial list with Mert Lawwill in second spot and Mulder in third. Scott was fourth, Dorsch fifth and Aldana sixth.

Roberts beat Hateley and Dorsch in the opener with Tom Horton and Eddie Wirth deciding fourth and last direct transfer to the final at the finish line. In this race engine troubles struck down the new Castle Rock champ, Chuck Joyner, on the first lap, forcing him to the pits.

It was Aldana the winner of the second heat over Lawwill and Rockwood with Keeter in fourth after Cal Rayborn and Randy Scott both dropped out. The number four spot was contested most of the way with Keeter in and out, depending on when Rayborn and Scott were running. This heat was the fastest of the night.

Eddie Mulder was running a close second place in the third heat until his engine went on one cylinder. Then the old pro still held fourth place and a direct transfer until the final lap before giving way to Brian LaPlante. Don Castro was the early leader in somewhat of a surprise, but Dick Mann took care of that by taking over on the ninth lap and going on for the win. Castro held onto second with Jimmy Odom third.

The final heat added extra action as Ron Powell again crashed. The Rookie went into the hay on lap two, bringing a halt to the event. On the re-strat it was Jim Rice in front but losing the lead to Gary Scott on lap five. Then Romero came up on lap nine to shove Rice down to the number three finish spot. The last transfer went to Randy Skiver.

The first semi saw Rayborn taking the lead away from Al Kenyon. Pat McCaul crashed on the sixth lap while running a close third and trying for second and a transfer to the National final. Rex Beauchamp dropped out while running seventh on lap seven when his machine threw a rear chain. At the finish it was Rayborn in front and Rookie Jim Crenshaw edging Dusty Coppage for the last transfer on the final lap.

Mulder and Randy Scott got put back on the penalty line for trying to jump the starter in the last semi. Chuck Palmgren dropped out on the first lap in one of his rare appearances at Ascot.

Mulder, running on two this time, jumped in front before the first lap was completed, passing Wirth and Frank Gillespie in one swoop. Chuck Joyner again had the bad luck set in and dropped out, running a closing sixth on the fourth lap.

Randy Scott then again pulled his famous "sparkplug act", dropping from fourth to sixth on lap 7. Mulder wrapped it up but the crowd was on its feet for the second place finish between Brelsford and Eddie Wirth. It went to the wire with the nod to Brelsford by no more than two inches. Gillespie finished up in the number four spot with rookie, Jim Einarsson going with Frank to the Trophy final. Scott got the last transfer to the Trophy with an eighth place.

The new Trophy Final keeps producing a different winner every time and the Ascot event was no exception. Big Bob Bailey opened the action by falling off on the first lap. Wirth took the lead at the end of the first lap and from them on all eyes were on Randy Scott as he slid, wobbled, bobbled, tank slapped and full throttled his way from front to back and back to front to finally take second place. It was a most interesting race with most of the action supplied by Oregon's version of Dave Aldana.

The three National TT races have now produced three different winners. The fourth and final TT National comes up at Peoria, Illinois, on the first Sunday in August. The defending champ is none other than Dick Mann. Ascot hosts its 14th Annual Half Mile National on Saturday night, Oct. 6th, the final National of the year. Of course, Dave Aldana will be trying to become the first rider to ever win both Ascot Nationals in the same season. But we wonder what he is cooking up for an encore?

RESULTS:
1. Dave Aldana (Nor); 2. Kenny Roberts (Yam); 3. Terry Dorsch (Tri); 4. Scott Brelsford (H-D); 5. John Hateley (Tri); 6. Dick Mann (Tri); 7. Gene Romero (Tri); 8. Mert Lawwill (H-D); 9. Jim Rice (H-D); 10. Tom Rockwood (Tri); 11. Eddie Mulder (Tri); 12. Jimmy Odom (Yam); 13. Rand y Skiver (Tri); 14. Don Castro (Yam); 15. Jim Crenshaw (Nor); 16. Tom Horton (Tri); 17. DeWayne Keeter (H-D); 18. Brian LaPlante (Tri); 19. Gary Scott (Tri); 20. Cal Rayborn (H-D);
Time: 19:20:93 (Not a record).

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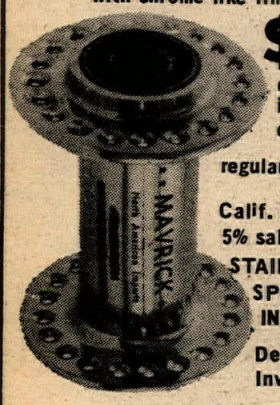

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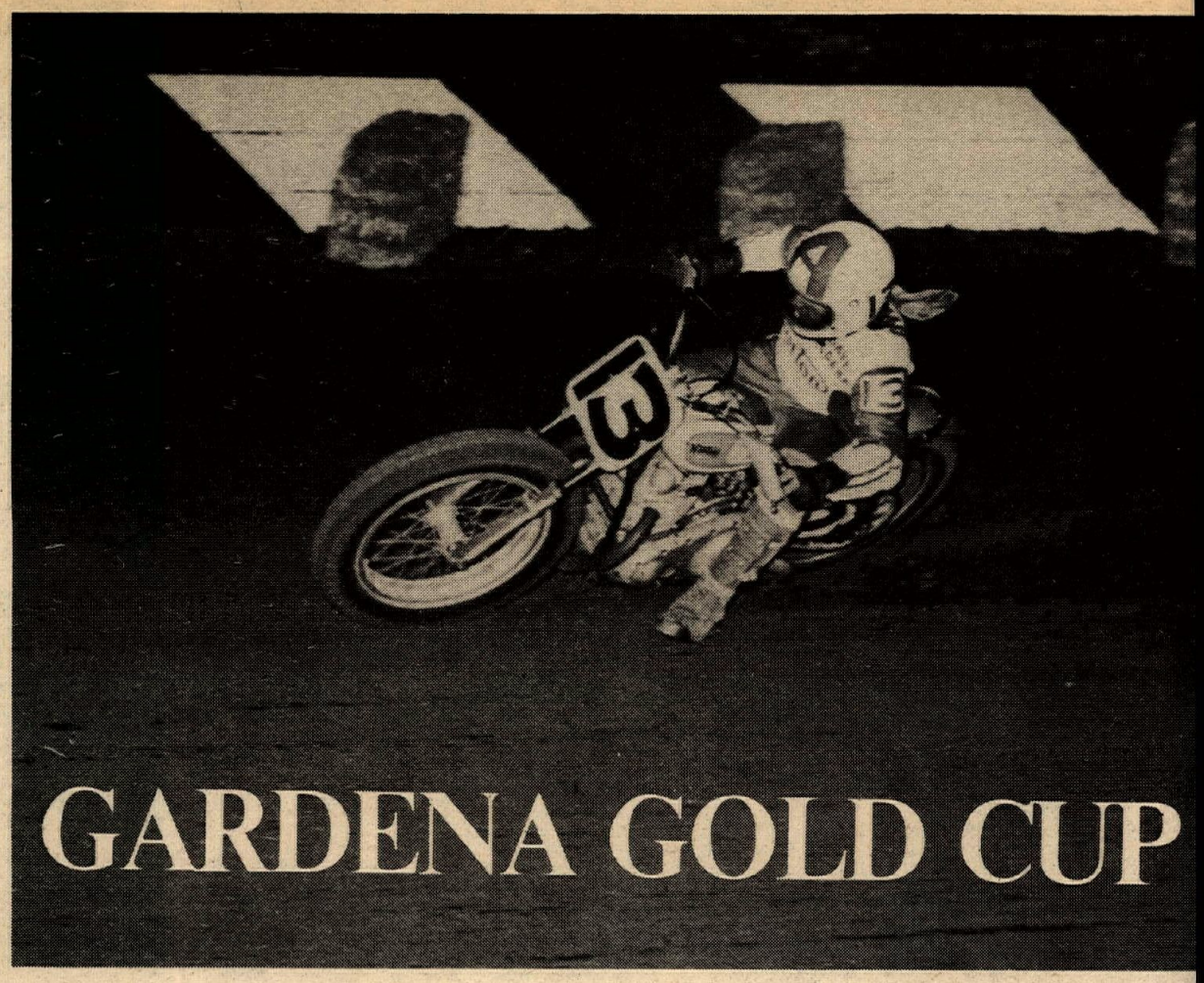

GARDENA GOLD CUP

GARDENA, CAL., July 20 — You know it is going to be a fast night at Ascot when ten riders clock in the 22 second bracket on the Ascot half mile oval.

It was a record number of riders who hit the mark with six Experts and four Juniors timing into the twenty-two's. Tom Rockwood broke out a new Triumph and led the parade with a 22:48. Rex Barratt was the quick Junior at 22:76.

But it was just a preview of things to come during the event that has become an annual non-national "biggie" at Ascot. Dave Aldana, the third fastest qualifier, topped DeWayne Keeter and Mert Lawwill to win the opening heat race. John Hateley turned back Gene Romero and Brian LaPlante in the second outing.

The Expert Semi-Main event was a mob scene for the last transfer to the cup Final, with seven riders bidding for the four transfers on the last lap. Terry Dorsch won the race with teammate Rockwood passing three riders on the last lap to take fourth. Tom Horton and Eddie Wirth ran second and third in the blanket finish that eliminated Oregon's Randy Scott.

The four rider Trophy Dash featured the fastest lineup ever with Aldana taking his second win of the night, topping Rockwood, who held off Romero right at the line for second. Wirth finished fourth.

The Main event was an Aldana-Norton, Keeter-Harley run in the opening laps. Aldana was the defending champ and ran hot from the opening lap on his factory Norton. Keeter, the Ascot point leader had his hands full trying to catch Dave and still hold off John Hateley, Gene Romero and Rockwood.

At the finish it was Aldana for the second straight year and a new track record to go with the Gold Cup from the city of Gardena. The new mark broke a year and a half old record set by Mert Lawwill. Mert finished seventh in this one. It was the first time that Norton has added its name to the Ascot track records for a competition event.

All of Ascot's fine Juniors were also on hand with a record four in time trials. Pre-heat favorites Danny Hockie, Rick Hocking and John Gennai all came through to win their heat races, giving the Yamaha brand a sweep for openers.

Rob Morrison squeezed his Norton to the front in the first lap of the final, but lost the lead to Hocking on lap two. Morrison then pushed Hocking all the way to the finish and a new track record in the Yellow Plate division.

Previous week's winner Hockie was

Aldana practiced for his National TT victory by winning the Gardena Gold Cup the night before.

Photos by Dan Mahony

John Hateley as the Trophy Queen.

third with fast timer Barratt in fourth. Mike Renslow came on late to nick Gennai for fifth. The old record was held by Larry Gino, set a year ago to the night.

It was a wild night for the Novices, racing in front of a near record crowd. They got carried away on three occasions, bringing out the red flag for a race-stopper.

Bruce Hanlon led the heat race winners with the fastest five laps. Three riders tangled in one heat on the south turn but all walked away.

It was the Novice final that caused the rear problem. Ron Tobey, Chuck Soderstrom and Nick Nazzissi all collided on the first lap and went down in the south turn. Tobey and Soderstrom, both former Main event winners, got back in for the re-start but Nazzissi was out of the action for the night.

On the second try Skip Aksland took the lead away from Hanlon early in the race but Hanlon stayed with him until the race was again red flagged. This time it was point leader, Tom Berry, losing his machine going on the back straight, hitting the wall and then both man and machine flying through the air in a solo act that stopped the race with no restart on lap six. The win went to the ever improving Aksland with Hanlon second. Berry was later revived and walked to the pits.

Big news for the girl followers was that Debbie Reon pulled a third in her heat race but finished fourth in the semi to again fail to grab off a transfer to the final. When Nazzissi crashed on the first lap of the Final this left a spot open for an alternate in the Main. It was the Gardena Girl Gasser – Debbie Reon. But her debut into the bigtime was short and quick. She crashed into the hay bales on the south turn on the second lap. Miss Reon is reported to be okay and will be back for another shot at the guys this coming Friday night.

RESULTS:
GOLD CUP FINAL: 1. Dave Aldana (Nor); 2. DeWayne Keeter (H-D); 3. John Hateley (Tri); 4. Gene Romero (Tri); 5. Tom Rockwood (Tri); 6. Terry Dorsch (Tri); 7. Mert Lawwill (H-D); 8. Tom Horton (Tri); 9. Eddie Wirth (Yam); 10. Brian LaPlante (Tri).
TROPHY DASH: 1. Aldana (Nor); 2. Rockwood (Tri); 3. Romero (Tri); 4. Wirth (Yam).
JR FINAL: 1. Rick Hocking (Yam); 2. Rob Morrison (Nor); 3. Danny Hockie (Yam); 4. Rex Barratt (Tri); 5. Mike Renslow (Tri); 6. John Gennai (Yam); 7. Devon Sowell (Tri); 8. John Sperry (Suz); 9. Art Fredenburgh (Tri); 10. Sal Peluso (Tri).
NOV FINAL: 1. Skip Aksland (Yam); 2. Bruce Hanlon (Yam); 3. Marc Barbani (Yam); 4. Ron Tobey (Yam); 5. Pat Evans (Yam); 6. Chuck Soderstrom (Yam); 7. Jeff Coleman (Kaw); 8. Dana Perri (Yam); 9. Tom Berry (Yam)); 10. Debbie Reon (Yam).

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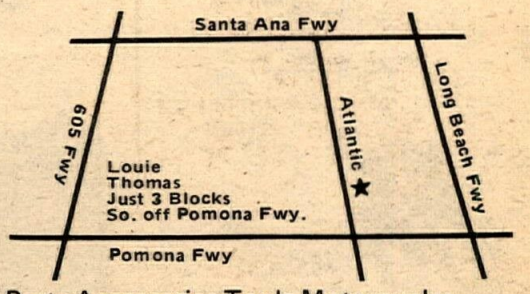

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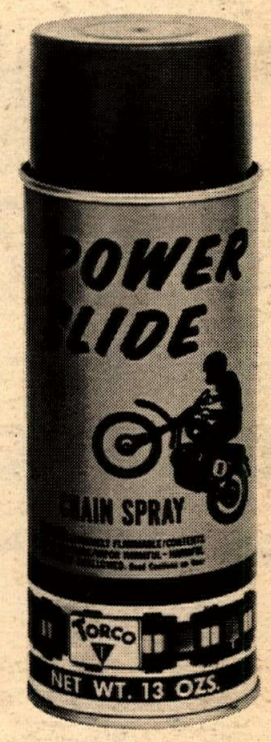

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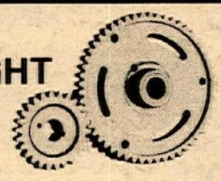

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BAJA FREEZ UP

NORRA Ousted from Baja

SAN ANTONIO DEL MAR, BAJA, CALIFORNIA, MEXICO, June 16 – Sr. Milton Castellanos Everardo, Governor of the State of Baja California, announced the formation of "El Comite de Promociones Turisticas, A.C." to handle and promote any and all sports events in the State of Baja and Baja Territory. This committee to be known as the Baja Sports Committee will be the official promoter of the upcoming Ensenada 300 to be held August 25, 1973.

The government of Baja felt that NORRA, who in the past has promoted all such events, has done an excellent job, but that profits were being taken out of their country and they were left with the problems. U.S. promoters were not totally aware of how to get all the political doors open in order to help entrants and a great many problems have been left unsolved, causing trouble in Mexico as well as the United States. Mexican government also feels that, by controlling the races, they will be able to bring pressure to bear on local businesses that have sometimes in the past overcharged for hotels, food, etc. Property owners in Baja have not been asked by NORRA about allowing the races across their land, and the U.S. promoters go home and leave the local government with these and other problems to handle.

The Sports Committee will pay 50 percent of the entry fees, increase local advertising, and will be getting more local support for companies in Baja, but also indicated that they hope that U.S. companies who have offered contingency monies in the past will continue to do so. All net profits from the races will be donated to a charity for the children and youth of Baja California administrated by the Governor's wife.

More Bikes Sought

Bill Martin, of the Baja Racing Association says that he hopes more motorcycles will participate, as they are going to pay by entries into a class, and they are staying off the pavement, which should give motorcycles the chance to be the overall winners as well as class winners. They hope to have U.S. clubs and promoters again involved in smaller motorcycle races and will be there to help them and advise.

The Baja Sports Commitee, in cooperation with the Baja Racing Association (BRA), another Mexican organization, will be paying larger shares to the purse. In the Ensenada 300 coming up there will be three motorcycle classes: 125cc, 250cc, and Open. The entry fee will be $200 plus $5 insurance per entry plus $10 per contestant for Baja Racing Association membership. This membership fee will go into the Championship fund and the membership will be good for all BRA races for the year. Of the $200 entry fee, $120 less 10 percent will be paid back to the racers in the class from which it came. The 10 percent will go to the overall winner. (Last year's winner was a bike.) Now the classes will pay by the number entered, if there are 10 entries in a class they will pay $530, $350 and $200 for first, second and third. In a class with 20 entries they will pay first place $760 on down to fifth place's $200. In the case of a very large class with, say, 40 entries, they will pay first place $1120 down to seventh place at $200. Add the 10 percent off the top of purse to first-in-class money and you have money worth going after.

1973 Ensenda 300 Off-Road Race

The second race of the 1973 Baja Championships and Baja Manufacturers Trophy Series will be the Ensenada 300 on August 25th.

The start and finish will be at Santo Tomas, 28 miles south of Ensenada. The course will be generally the same as last year. It will be 58 miles in length and five laps will be run. Gas will be furnished at Santo Tomas. Radio communications and sound equipment will be by REACT and FAIR.

All race activities including the drawing for starting positions Saturday night, August 11th, will be at El Palomar in Santo Tomas. The course will be marked at that time and you may pre-run the course.

No rooms will be available at El Palomar race weekend, but there are ample camping spaces. There is also a fine swimming pool and several dozen sheltered barbecue spaces.

The entry fee will be $200 plus $5 insurance. BRA membership will be required and will cost $10 per contestant. Cards are good for all BRA races this year. This money will go into the Championship fund.

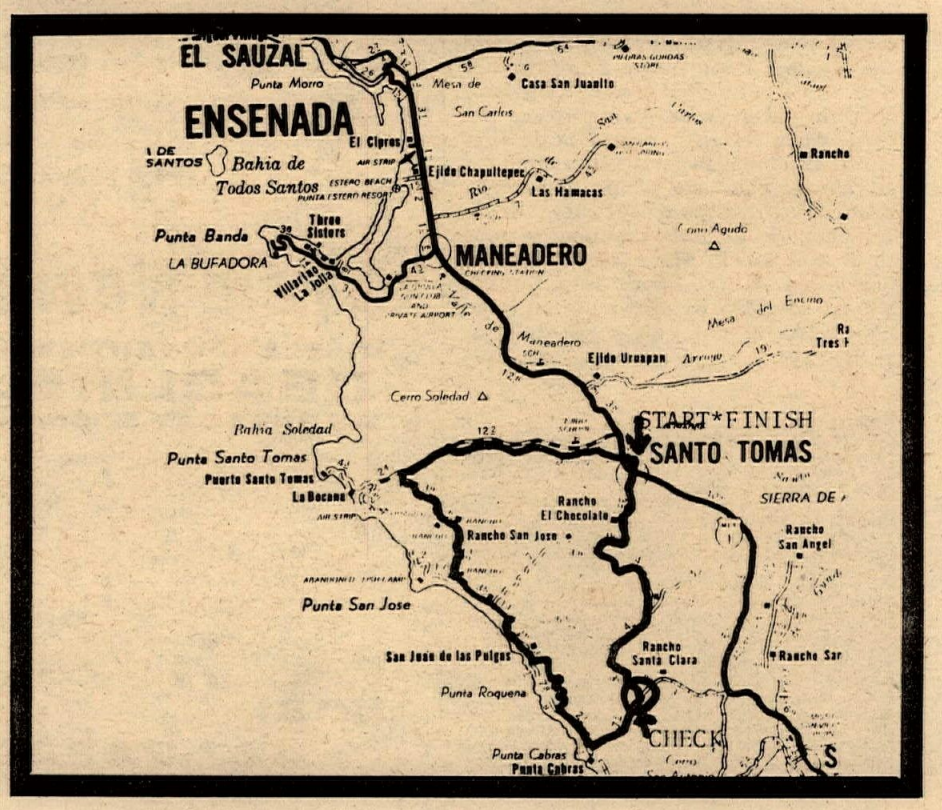
Pay back will be $120 per entrant. That is, 60 percent of entry fees. The overall winners should receive about $5000.

CLASSES: Production sedans, Production utility, Production FWD, Non-production single seat, Non-production two seat, 1200cc VW, 125cc bikes, Open bikes, and Mini pickups.

Vehicle inspection will start at 2 P.M. August 24th. All rules and regulations, unless otherwise specified, will be those of the Co-ordinating Council. Tourist cards required.

Don't forget the seventh Laguna Salada 200 on October 13, 1973.

For information call: Loretta Pipkin (714) 352-3767, Raul Sanchez Diaz (903) 762-8868, or Acey Miller (714) 328-1980 after 6 P.M.



Germany into Speedway

by Tomie G. Lafon

Mr. H. Wernecke, boss of the Wer Necke factory and a past motocross rider, is building a new track engine to replace the old long stroke J.A.P. 80x99, and the short stroke ESO 88x92 with his middle stroke 84x90 engine.

The J.A.P. is the only way to go on the big dirt and grass tracks where its long stroke out torques the short stroke ESO. But on the short quarter mile speedways, the ESO's short stroke means faster RPM pick up, does it to the J.A.P.

Fred Drrosch, designer of the engine, settled on the 84x90 for several reasons. It's shorter than the J.A.P., getting the weight lower. The use of magnesium for the engine cases, rocker boxes and side case plus aluminum for the head and barrel make it much lighter then the ESO (13 lbs. lighter). The engine is fitted with a 35mm Dellorto carb at present. Engine puts out 57 DIN horsepower, while the ESO has 52 and the J.A.P. 45.

Not only does the Wer Necke DR 500 put out more power and weigh less, parts should be easier to get. The large West German factory also makes parts for the F-104 Starfighter.

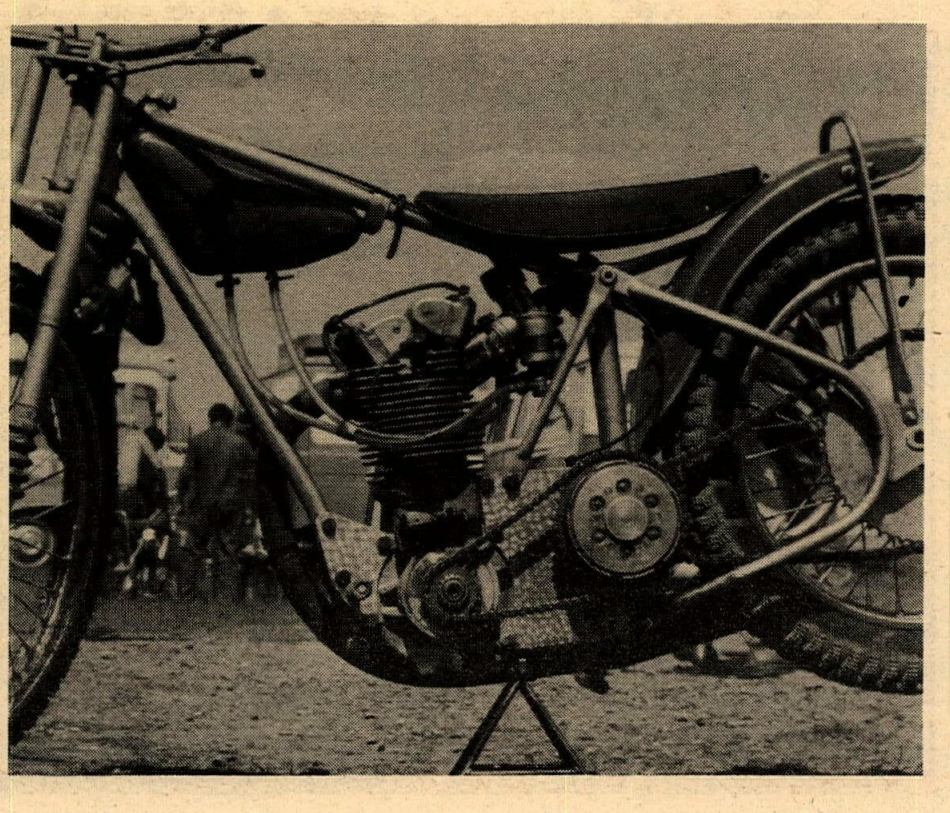
Then you have the Czech ESO made by Jawa. This bike will always be a problem for parts. Mr. Wernecke told me that for every engine built, there will be enough spare parts made to build two more. His engine uses a Bosch M.H.T.C. pointless ignition (magnetic high tension condenser) which is foolproof.

The carb is on a 28 degree downdraft, more than any other engine. The oil system is total loss like the J.A.P. and ESO but uses a Wernecke duplex piston pump. Compression ratio is 14 to 1 and like all track engines methonal is the go juice.

Valve springs are a new type hair pin much different then those used on other engines. The crank runs on roller bearings as does the rod, and the twin cams run on ball bearings. This is needed as the engine will rev to 8000 RPM.

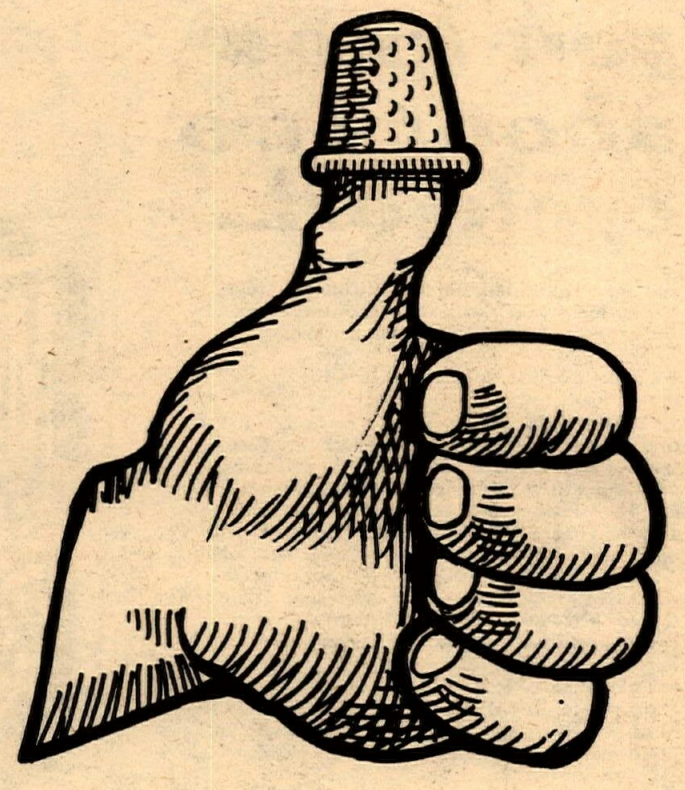
Manfred Poschenrieder, ace German dirt tracker, is doing all the track testing. I saw him take a second place at the Herxheim Half-mile on the DR 500 after a very bad start, about tenth into the first turn. Track racing is only four laps and super fast. Much faster than stateside half-mile, so to take second after a bad start, you really have to be flying. Manfred also has been second to Ivan Mauger the last two years in the world dirt track championship.

Look for one of these engines in Southern California very soon. It should be the coming thing.



When the going gets tough, the tough get going, and the Viewfinders G.P. was tough. The mortality rate was high, 65 to 75 percent, but Bryan Brekker's 350 Bultaco Pursang won first overall in the 500 Am/Ex race. To top it off Bryan's 175 Bultaco won second in the 101-175 Am/Ex clash. Pursang performance is a tough, reliable competitor.

BULTACO CEMOTO



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STOP THAT CRASH

International Safety Congress

SAN FRANCISCO, CAL., July 16-18 – Crash avoidance and survival were the main features of the Second International Congress on Automotive Safety sponsored by the National Motor Vehicle Safety Advisory Council. Following a keynote address of "Motorcycles as Accident Producers," experts presented studies ranging from horrifying statistics and crash testing to promises of rider education and practical safety developments.

The motorcycle industry presented both useful safety developments and strange appearing new technical manifestations. Top executives represented U.S., Spanish, German, British, and Japanese motorcycle factories.

Many state officials attended, including Michigan legislator Loren Anderson and Massachusetts traffic engineer Steve Kaiser, who rode his Honda 160 from Boston to attend. Department of Transportation staff also attended.

Hugh Hurt of USC proved that very few riders know how to turn quickly to avoid a collision. A Honda film on collision avoidance supported Hurt's conclusion that more rider training is needed.

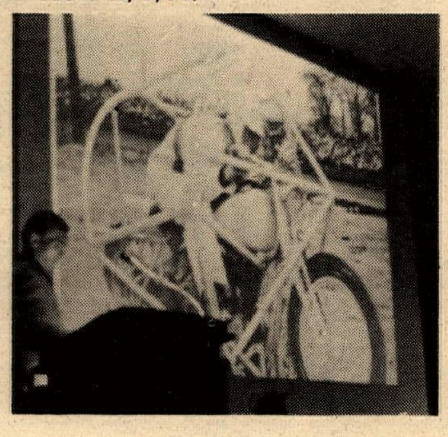
Don Bishoff's DOT Experimental Safety Motorcycle program startled fed watchers with its practicality.

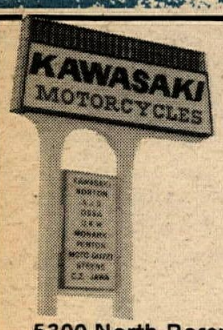
Safety proposals included gas tank redesign, increased motorcycle visibility, anti lock brakes, new rider training approaches, motorcycle air bags, and a bizarre side impact protection motorcycle that looked like a hippo-on-wheels.

Mr. F. X. Bulto of Bultaco eloquently explained the need for exempting special purpose motorcycles from safety standards and the undesirability of taking all the risk out of outdoor sports. Jon McKibben showed films of his 275 MPH endo on the Honda Hawk.

Hugh Hurt stated that motorcycles have "a special requirement for 'out tracking' to enter a turn and then later 'in tracking' to recover from a turn," which has "serious implications in the success of a collision avoidance maneuver." This Hurt Principle (or, if you don't follow it you might get hurt) means that to turn right rapidly you must first steer slightly left to set up a lean angle. Motorcycles cannot be turned quickly without first setting up the lean angle. He advocated increased rider training to make riders aware of this fact and its handling implications.

Nick Hirsch presents the Harley of the future: a 1923 safety cycle.





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SCENE World Speedway

by Peter White

RUSSIANS THROW OUT CHALLENGE IN WORLD SPEEDWAY FINAL

Russia is assured of at least three places in the World Speedway Championship Final in Poland on September 2.

Soviet riders completely dominated the Continental Final at Leningrad last week and occupied all eight qualifying places for the European Final in West Germany next month. There they will meet the top eight qualifiers from the British/Nordic Final at Coventry, England on August 1.

Eleven of the sixteen riders in the European Final will qualify to meet five Poles in the World Final...and three of them must be Russians.

The Continental Final was an all-Soviet affair and only youthful Czechoslovakian former World Finalist, Jiri Stancl, looked like he was breaking the Russian dominance. As it was, Stancl could not match the power and questionable team riding tactics of the hammer and sickle boys completely and goes on to Germany only as reserve.

The Continental Final was won by Valeri Gordeev, younger of two speedway riding brothers, with 13 points.

The blonde-haired, good-looking Russian will be remembered for his sensational high-flying act at last year's Wembley World Final when he hit the fallen Barry Briggs and catapulted high across the Wembley track into the safety fence.

The accident was the most spectacular ever seen at the famous London sporting stadium and earned Gordeev high praise for his tenacious, undaunted spirit.

Other qualifiers from the Continental Final are Chlinovsky, Zaplechny, Vladimir Gordeev, Trofimov, Pavlov, Kuzmin and Paznikov (all USSR).

WORLD LEAGUE COMMENCES IN BRITAIN

Meanwhile, it is all happening in Britain with the commencement of the first-ever genuine World Speedway League, incorporating teams from England, Sweden, Australia, New Zealand, Russia, Poland and Denmark/Norway.

And the shock announcement by Kiwi great, Barry Briggs, that he will return to the saddle to ride for his country (New Zealand) for the last time in European speedway competition.

Briggs had earlier refused to ride after the British Speedway Promoters' Association had banned him from competing in the World Individual Championship this year. This arose from Briggs' decision to retire from the rigours of league speedway in Britain.

After hectic hassles, Briggs eventually decided to join New Zealand's other world championship winners, Ivan Mauger and Ronnie Moore, in the Kiwi side to fight out the World League. This mainly came about because of the insistence of devoted fans who plagued Briggo with petitions demanding that he ride!

Unfortunately Barry's terms weren't met in their entirety and it was a somewhat unwilling BB who eventually took to the track.

RAIN CAUSES DISAPPOINTMENT

The series got off to a bad start when rain washed out the first two matches between England and New Zealand and Australia and Denmark/Norway.

Because of the limited time in which to stage the tournament, the organizers decided not to re-run the machines but to award each team one point and abandon the fixtures completely.

So the first match to actually get underway was at Sheffield where England met Sweden. Both countries were highly favoured to win the tournament and the outcome of this intense encounter was eagerly anticipated.

Pawel Walosek (Poland) leads Terry Betts (England) at Oxford.

In the final reckoning the Poms topped the Swedes to win by the narrow margin of 40-37.

At the final heat the scores were level at 36-36 and a great last race resulted when teenage British star, Peter Collins held off world class Swede, Anders Michanek to win.

The Swedes, highly self-opinionated, were sick at their defeat...but they had done wonderfully well when it is considered that England had a wealth of home track talent from which to choose her sides.

It is this 'horses for courses' basis that made the Chooms favourites for the league.

Some of the early shocks in the tournament were provided by Australia. The Kangaroos were generally considered outsiders this year due to a lack of strength-in-depth but the boys rallied around new skipper, John Boulger, and hammered the highly vaunted Poles by 54 points to 23 at Oxford. Poland is one of the world's mightier speedway nations and the win gave a great deal of confidence to the Aussies.

Actually the Iron Curtain teams, Poland and Russia, failed to make any great impression in the initial stages of the league and lost all their matches. Sweden walloped Russia by 49 points to 29 at Hackney Wick, London; then Australia annihilated Russia at Coventry.

One of the most exciting meetings was the clash of the Communists at Halifax: Russia vs. Poland.

With little love lost between the two countries, the score see-sawed throughout the match until the closing races when Polish veteran, Henryk Zyto, and bright hope, Edward Jancarz, combined to shut out the Russkies and put their team in the lead. Poland won by 42 points to 36.

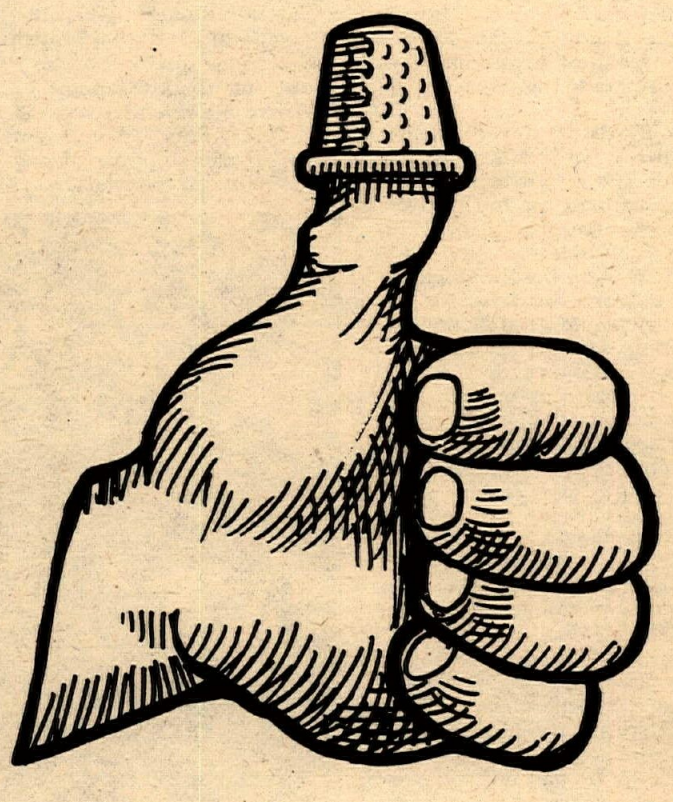
Up-and-down team when the league kicked off was New Zealand. With the magical spearhead of Mauger-Moore-Briggs, the Kiwis were expected to race everyone but when it came to the crunch they proved real enigmas. The only time they really got it all together was at Wimbledon when they gave Australia a hiding to nothing.

Otherwise, Briggo was beset by machine trouble, Ivan was victimized by tape-breaking and poor starting precedures, and poor Ronnie, the most popular speedway rider in the world, had trouble getting to grips with the opposition after almost 12 months out of British speedway.

They were defeated 40-37 by Denmark/Norway at Wolverhampton, and defeated 42-35 by Sweden at Swindon.

"The starting area was a vast run-off area, full of gullies and washouts and more gullies. Rocks lined the bottoms of the washes and lurked behind bushes and many riders thought seriously about not bothering to sign up if the rest of the course was that bad." At the 100's M.C. Hare Scrambles Doug Winchell, entered his 250 Bultaco and won his second-ever, First Overall win. Bultaco truly is a tough competitor.

BULTACO CEMOTO



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SPEEDWAY

Story & Photos by Dennis Greene

VENTURA

If you have been following speedway this year via the newspapers, you may have come to feel that all I write about is the crashing. But crashing in speedway is as regular as jumping is in motocross.

On the whole, most of the crashes are minor but look very spectacular and about the only damage to the riders is a loss of a win and a few aches and pains the next day.

This past Tuesday night is a prime example. In the Handicap Main Event, Scott Sivage and Mike Bast got into the most spectacular crash I have seen ever in speedway.

Scott got just little out of shape going into Turn 3, with Mike just an inch or so inside and a foot to the rear. Mike made contact and was hurled over the top of both bikes and Scott. He went some 20 to 25 feet through the air in an inverted position before he made contact with the pit crashwall. He hit the wall with such impact that one of the tuners resting against the wall was knocked ten feet end over end.

Scott was all tangled up between the two bikes and was carried to the wall, six or seven feet father than the spot where Mike came to rest. Scott hit the wall with his upper chest as his bike drove him into it. The race was stopped on the spot so the ambulance attendants could go to work on the two riders.

When we got to Mike he was out cold, and Scott was rolling around in pain. The inside of Mike's helmet was red with blood and it looked very bad.

There were two sets of ambulance crews on hand, so both riders were in good hands. The teams working on Mike did not want to remove his helmet until they could be sure he had not split his skull, so they put some smelling salts up under his full coverage helmet (it worked fine) and he came to asking for help in getting his helmet off. He said that his right hip was hurting alot, but he was hurting all over.

The other team working on Scott felt that he may have several broken ribs and were trying to tie him down so he would not injured himself more. He was having trouble getting his breath so as he was put into the ambulance, he was given air to make it a bit easier.

After Mike was put in, they were taken away to be checked over. Both were talking about what had happened, but neither one knew. For that matter both were knocked silly and weren't sure where they were or what had happened and what all the fuss was about.

Mike left the hospital about 12:00 that night with no broken bones but did have a mild concussion and said he'll take a few days off.

Because the event was stopped and there were two riders out, there was no restart and the race was called as it was, at the Red Flag. Greg Comstock 1st, Larry Shaw 2nd, Steve Bast 3rd, Jeff Sexton 4th, Mike Bast 5th, and Scott Sivage 6th. The 5th and 6th place spots were decided by who hit the ground last, not by who went the farthest.

Mike and Steve Bast both earned the right to ride the Scratch Main. But Mike was out so Steve went out and won the Scratch for the family, then went to the hospital to see what he could do for his brother.

BAKERSFIELD

Mark Cherry, the "White Tornado," swept into Bakersfield Wednesday night and cleaned up in the Handicap Main Event. Mark won his third for the season in front of one of the largest crowds in sometime at Bakersfield.

The big crowd was there to see a Two out of Three Match Race between Rick Woods and Steve Bast. This event was set up because during the run off at the 4th of July derby Rick broke the tape but most thought he could beat Steve.

As it turned out Steve did not come to Bakersfield that night to ride and the fans were disappointed. Mike Curoso stood in for Steve in the Match Race but was beaten by Rick, two out of three.

There were several top riders off that night and the promoter had to make a dozen changes in the scheduled events.

During the regular part of the show, Curoso worked his way into the Scratch Main along with Rick Woods, Les Chanky and Jeff Sexton. Woods won the event, but had to work for it. He became the sixth rider to win a Scratch Main at Bakersfield.

A continuing oversight by the referee, Tom Davis, has brought the fans down on me several times so I think it is about time to air this point.

There is a rule that very clearly states that the rider that is the primary cause of the stopping of any race will not be allowed to restart.

In the past five weeks, Steve Gresham has been that rider and in each case Tom has had some excuse in Steve's favor. For the fifth time in as many weeks, Steve got off hard, laid on the track causing a hazard to himself and the other riders. As in the past, Steve was in the restart.

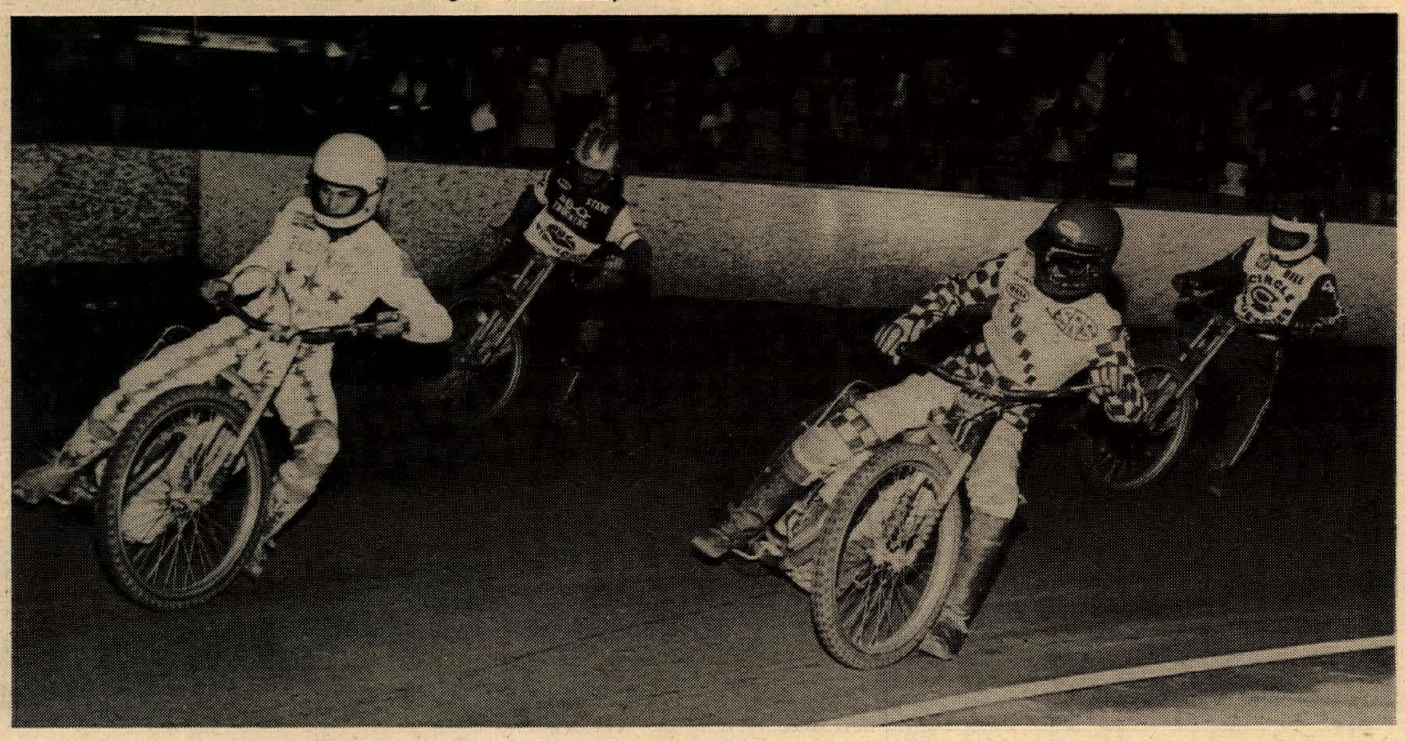
Because of the cat calls, booing and other things coming out of the grand stands, I went to the referee to see why he does not work by the rules. His first statement was, "Not now, I'm busy." So I waited then let him have it with both barrels as I have several other occasions.

About the only thing different this time was he didn't say, "If you can do it better take my job!" He did say the rules say it is up to the referee to say if the riders is at fault.

After the night's racing was over, a good sized group was standing around my truck with the same complaint about the ref. In truth I said that they should come down on him and that there was nothing I could do, but air it in the newspapers. The Ref was not to be found.

He did.

(l-r) Mike Bast, Steve Gresham Sumner McKnight and Bill Cody.



IRWINDALE

Earlier I stated that for the most part about the only damage done to the riders in these spectacular crashes is a loss of a win and a few aches and pains the next day. But Jeff Sexton made a liar out of me Thursday night when he broke his shoulder and wrist in a cross with two riders. Jeff has been on a winning trail all year after coming back from a broken back last year.

Kirk Alexander was to ride at Irwindale, but could not because he broke his collar bone Wednesday at Bakersfield.

With all the spills that go with this sport, you may see why I get on my soap box about the referees who do not go by the rule book.

Dubb Ferrell kept his winning streak active in the Handicap Main by taking the win away from Bill Meister right at the finish line, almost a repeat of his win last week at Bakersfield.

There's no playing around when Rick Woods and Steve Bast are running for the big bucks. It's just all out and head to head combat. Rick won this battle, but there are many more nights left.

Bruce Penhall made it back to back wins in Division Two Main Event. Bruce won Friday night at Costa Mesa then again at Irwindale, and if he keeps it up, they may start getting some smaller trophy girls. Then he won't have to stand on his tip toes to kiss them.

An overall look at the night looks like this: Good fast racing on a track that could use a little work. About half way through the night the surface started to break up and was the cause of several riders getting off.

The 23 events were run in good order with the exception of Jeff Sexton getting hurt. The starting gates malfunctioned, but the flag starts went off with no trouble.

COSTA MESA

Last week I told you about the young editor of "Cycle World" magazine who is writing a story on speedway for his book. He wanted to write the story from the viewpoint of the riders, so he decided to do it: Randy Riggs became a rider for a night, and found out how hard it is, and how hard the ground is. Randy did not give up after a very unimpressive debut; he was back Friday night to give it another go.

Riggs not only stayed up for the whole race, but came in third, and that's not to bad for his second ride.

One day soon we may see a match race between Riggs and John Weed a staff member of the other weekly motorcycle paper. John has been at it a few weeks longer and has a few more rides than Randy, but I think Randy has been sneaking away at lunch time to practice.

The third division is where it all starts, and that's where you pay your dues. If you last, you'll be in second division, hoping for the wins that will give you the points to move to the big money in first division.

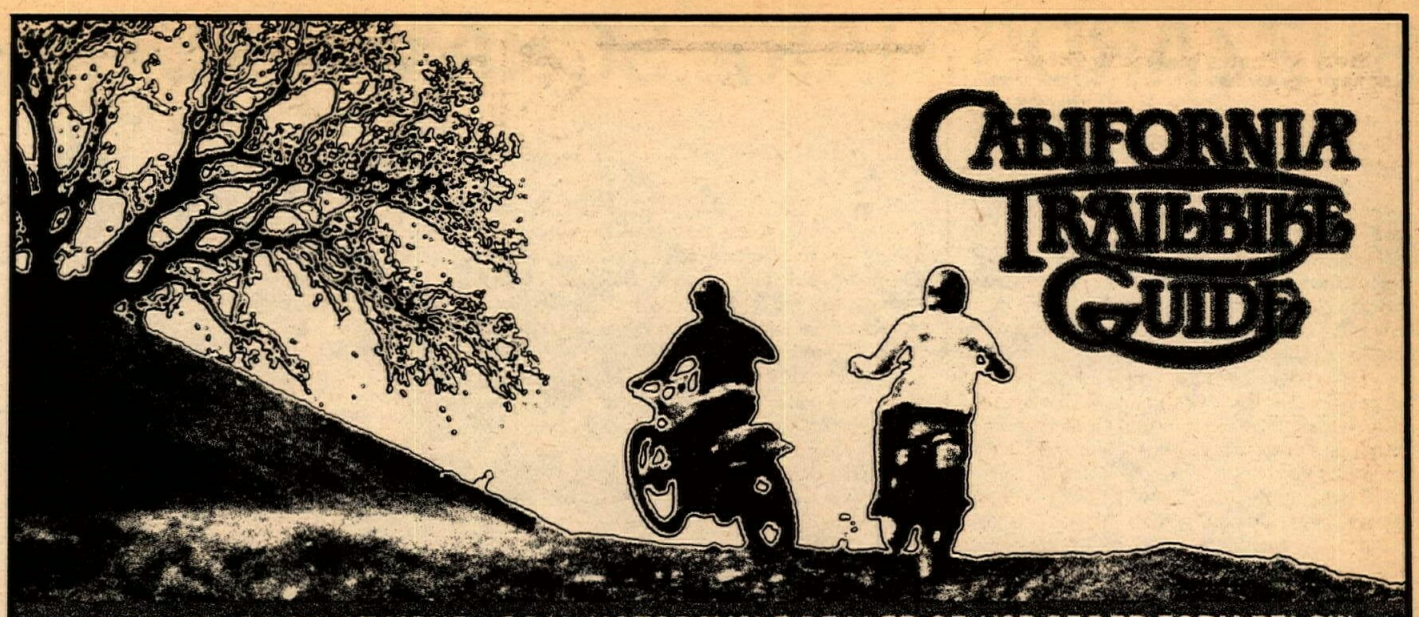
The half way point, second division, has some of the most ferocious competition on race night because the riders have learned how to go fast, but they are not sure of what to do with the speed.

Troy McKee knew just what to do with the speed in the second division Main event for the win. Troy worked his way in and out of fallen riders and out rode the rest to take the win.

The first division was not without it's ups and downs as Dan Becker lost it again in a giant wheelie coming out of turn 2, ending up halfway down the track.

The Tustin Honda Handicap Main event pulled together the top six handicap riders of the night for their final go. John Fishburn got his first big one of the year as he outran Dubb Ferrell and Billy Gray, both previous winners of this main event.

Steve Gresham, the little man who has been getting off so regularly at Bakersfield, stayed on board in the Scratch Main event. He held off Rick Woods, Don Cullum and Mike Bast in what would have to be the highlight of the night. All four riders stayed bunched up all through the race and it was anybody's guess who would come out the turns first. Steve took over the lead in the third lap for the win.



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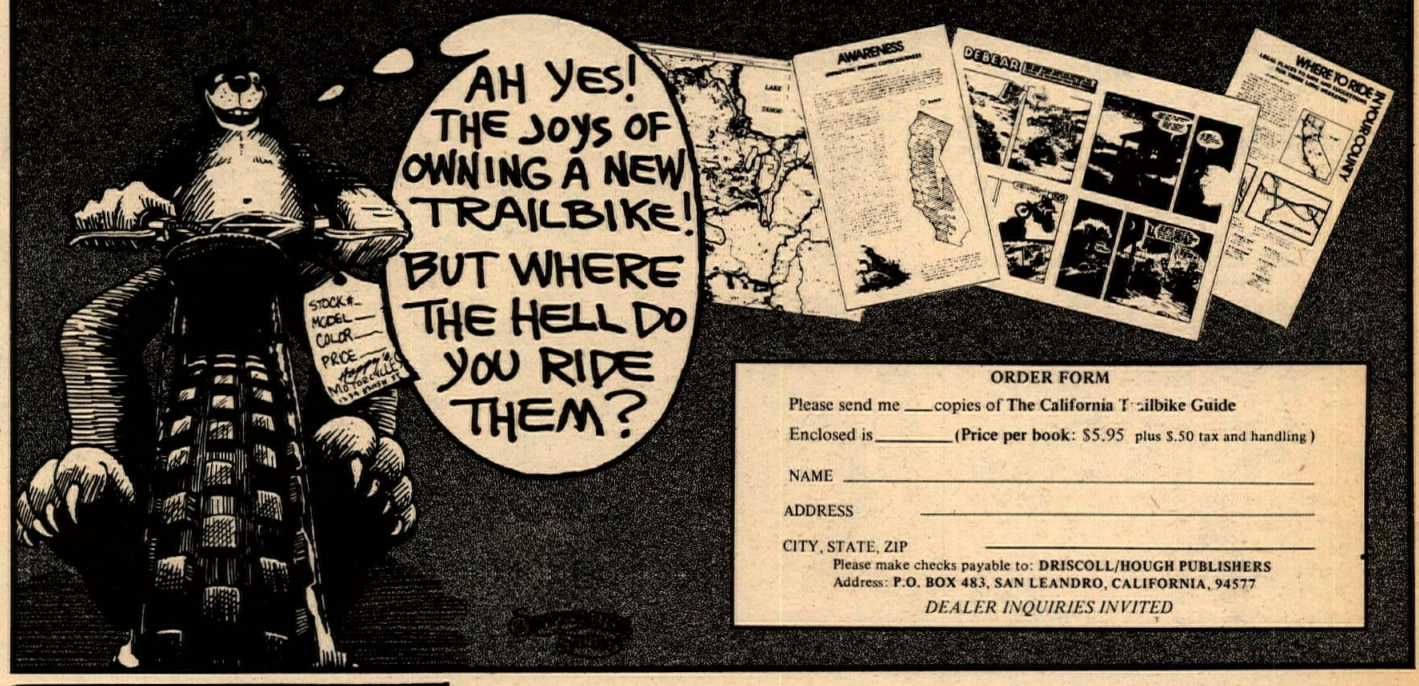

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Bruce Ogilvie: Gobbled up.

A.C. Bakken was fourth.

Cordis on a 250? Sure, why not.

Mitch Mayes was the numero uno dude today.

by Alice Rhea

FOUR CORNERS, CAL., July 22 – "We are tired of races that turn out to be a test of whose bike is the strongest," one of the spokesmen for the Buzzards M.C. stated. "We are going to put on a race that will be fast and fun and without rocks."

They almost made it, too. There were a few rocks on the back section of the course and that uphill had boulders if you got off the trail like Jim Fishback did while he was trying to get around Cordis Brooks, but the course was fast and fun. A.C. Bakken said he didn't even know that Husky of his had a fifth gear until he got into one of those sandwashes today and was finally able to really crank it on.

Tom Brooks (DKW) leaped into the lead and had opened it up to about half a minute by the pits with Mitch Mayes chasing him. A.C. was hot on Mayes' trail. Jim Fishback (CZ), Tom Poteet (Bul), and Cordis Brooks, riding a 250 DKW today, were in a heavy three-way dice with Doug Winchell, fighting suspension problems trying to catch them and get into the game.

Larry Roeseler has got to be the most disappointed desert racer today. He had that little Baja screaming and was in a good solid fourth overall at the pits when his engine seized. It is amazing that Larry was able to hang in there with all that wide open country where, as Bruce Ogilvie, eventual trailbike winner, said, "Those big bikes just gobbled me up."

The course was almost virgin, with parts of it completely unused and the rest territory which hasn't been ridden all year. The Buzzards found some beautiful sandwashes which had the guys on the big bikes reaching for another gear after they used what the bike had to offer. There were a few flats for people like Bennie Padilla, who dove off a jump right into the only rocks anywhere on the course, but there wasn't the usual pile of ruined machinery at the finish line, and there were very few injuries.

Mitch Mayes came charging out of check two on the second time around and passed Tom Brooks who, Mitch said, appeared to be chancing his spark plug. Mayes came on in for the win, but Brooks never did show up at the finish line. Brother Cordis brought his borrowed 250cc DKW in for second overall and first 250 Experts, but said the 250 ride was "for today only." The larger bike was probably a wise choice for Cordis because of all the wide open riding today where the trailbikes just flat got out powered.

Fishback must have been riding right on the ragged edge as he was about fiftieth at the bomb and had worked up to third overall by the finish. Seeing Cordis' stocking hat flapping in the breeze ahead of him might have had something to do with it, as spectators said Fishback charged into the boulders on the uphill just before the pits trying to get around Brooks.

Bruce Ogilvie got his first trailbike win of the year today, taking over when Roeseler dropped out. Dennis Scammell (Hod) made it in ahead of last week's first place Bob Rutten who also rides Hodaka.

Did you ever wonder how the riders know how they finish? Well, you get mixed up in a Grand Prix finish, with Novices and one loop Amateurs and Experts who had problems and still, somebody like Scott Haislip (Yam) can tell you that he is first in the Division II Lightweight class. Club members must have been keeping an eye on him and told him he won.

Jim Gilchrist (DKW) got another second in the Division II class with Jim Wheater (Hus) taking third Expert and Ron Holst (Bul), an Amateur, sandwiched in ahead of him. Recently transfered Geoff Burgess rode his Monark in for fifth in that class as second Amateur, and Al Hull (DKW) got what had to be his last transfer ride

No Rocks.

or third Amateur.

Chuck Pettigrew rides the only Cooper we've ever seen in the desert. (Bet I hear from somebody on that one!) and he does pretty well on it. Matter of fact, Chuck has taken a couple of first Novice wins on the bike, like he did today. That finish isn't official, but Chuck is the first Novice I saw who had all the marks. However, they weren't on his card, they were on his tank and his helmet. He lost his card somewhere just after the pits. We were watching for the number of the Novice who had been running second and were going to work back from him to find out who was first when we spied Chuck. That other guy never did show up, but third place Cylde Reese had moved his 250 Montesa into second place 250 Novice, and Jack Knebel's big brother Allen rode his Yamaha in for third Novice and first heavyweight.

That Moped listed in last week's results column under Brush Busters race belongs to Mack Moffatt, who won the Division II Novice race on it today. Only it is a 125 DKW.

For those whose hats are loaded down with finishers pins the Buzzards furnished a new hat. It has that gawdawful bird parked up in the middle of it, but maybe you can put one of your old finishers pins over it and nobody will notice.

RESULTS:

OVERALL: 1. Mitch Mayes (Hus); 2. Cordis Brooks (DKW); 3. Jim Fishback (CZ); 4. A. C. Bakken (Hus); 5. Doug Winchell (Bul); 6. Tom Poteet (Bul); 7. Bryan Bennett (Hus)*; 8. Art Knapp (Hus); 9. Ray Alexander (CZ); 10. Jim Wottring (Yam); 11. Dave Davidson (Yam)*; 12. Gary Garland (Yam)*; 13. Bruce Ogilvie (Baja).

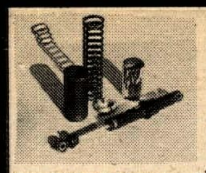
DIV II LIGHTWEIGHT: 1. Scott Haislip (Yam); 2. Jim Gilchrist (DKW); 3. Ron Holst (Bul)*; 4. Jim Wheater (Hus); 5. Geoff Burgess (Mnk)*; 6. Al Hull (DKW)*.

TRAIL EX: 1. Bruce Ogilvie (Baja); 2. Dennis Scammell (Hod); 3. Bob Rubben (Hod); 4. Steve Alley (Hod)*.

NOVICES: 1. Chuck Pettigrew (Cop); 2. Clyde Reese (Mon); 3. Allen Knebel (Yam); 4. Stan Wilbert (Hon); 5. Dana Alden (Suz); 6. Randy Scoville (Hus).

DIV II NOV: 1. Mack Moffatt (DKW); 2. Doug Sterling (Yam); 3. Jeff Thorpe (Yam).

TRAIL NOV: 1. Richard Young (Hod); 2. Phil Cowan (Yam); 3. Jim Squyres (Yam); 4. Bill Binyon (Hod); 5. Rick Fores (Hod).



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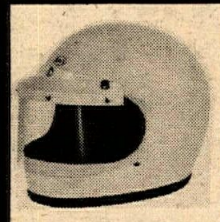

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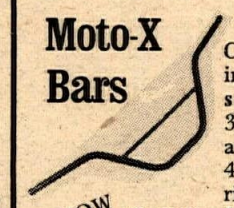

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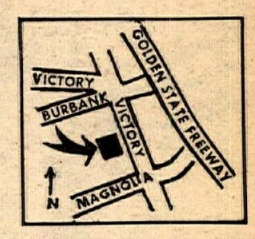

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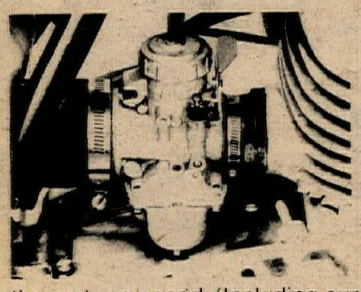

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Alaska State Championship Motorcycle Races on Million Dollar Track

JUNEAU, ALASKA, May 28 – 60 degree weather and strong competition combined to produce the seventh annual Memorial Day races which comprise the first of three rounds to determine the State Championship in five classes. Total points awarded in motocross, flat track and TT events held in Juneau, Fairbanks and finalizing in Anchorage on Labor Day weekend will designate overall positions in each class.

With nearly 800 miles of gravel road between events, only the more talented and enthusiastic riders compete.

The Juneau motocross track has a historical setting; it is the tailing pile of the largest gold mine in the world and estimates run over the million dollar mark as to the value of gold dust still in the race track.

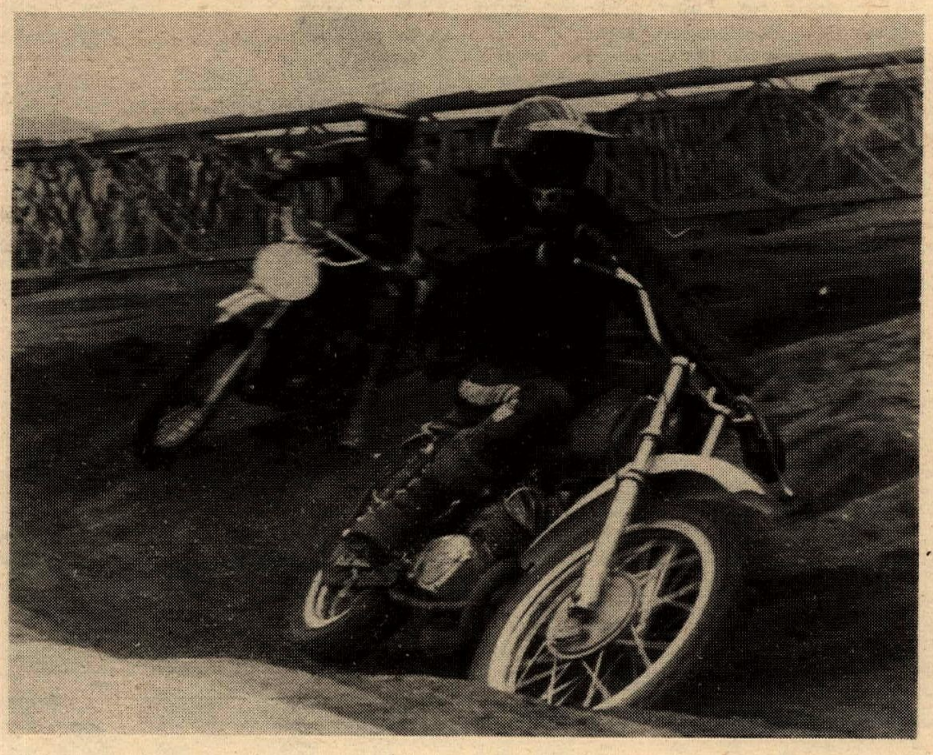
Both Bruce Lockwood, 250 class winner, and Lon Acord, Open class winner, are three year veterans of stateside InterAm, Canadian Championship, and Yukon Territory events with Lockwood winning the 1971 British Columbia 250 class championship at Price George B.C. and Acord turning the fastest single lap time for that event. Both riders spent the fall months of 1972 with Carabela in California.

RESULTS

MINI: 1. Tex Kellogg (Hon). 2. Tony Jacobson (Ste). 3. Gordon Hayes (Ind).
100cc: 1. Allen McNees (Hod). 2. Dale Sams (Hod). 3. Chris Bond (Ind).
125cc: 1. Ken Graves (Pen). 2. Rich Namur (Yam). 3. Gary Jacobson (Hod).
250cc: 1. Bruce Lockwood (Hon). 2. Andy Seitz (Bul). 3. Dan Kubtiz (Bul).
OPEN EX: 1. Lon Acord (CZ). 2. Shawn Jackinsky (Bul). 3. Robby Davidson (Hus). 4. E.B. Young (Hus).

Lon Accord tags the inside line on the flat track, while Robby Davidson gets wide.

Curtis Blackwell (CZ) does a nice looking berm.



Jeff Conway took the 125 Novice victory.

Freeloading at Fremont

by Bill Spencer

FREMONT, CAL., July 11 – Professional racing in the Pacific Northwest took many of the regular J O series riders away for this Wednesday night's running, but while the big cats were away the little mice did play and win.

Manuel Datan won both the 125 and 360 Expert Mains to move into the top five slot for overall high point and Chuck Kole's win in the 250 Expert put him up into the top ten. And with the pro scene moving South for the next week, the pros might just stay away until they aren't in the hunt at all.

Datan has been showing the most improvement of late riding two Yamahas, both superbly set up, and consistently placing in the top three positions. He appears to have the necessary horsepower and with time, he might just be able to give Rick Hocking a run.

The mini-biker set continues to grow, and while Randy Mamola is still the kid to beat, some new faces appear to be ready to take over when Randy turns to Sporsman racing, such as Neal Hockenbury and Steve Lucero.

Much rejoicing centered around the 360 Junior Main trophy presentation as winner Scott Pearson was informed that it was his his last Junior win and to get out the Expert plates. The rejoicing came from second and third place finishers, Al Wood and Buddy Robinson who can dig it. Scott had dominated the win position for the entire series and is tied for third in points on the overall. His points travel to the Expert class, and if he can hang it in their with the big boys, he will be in the hunt for a new set of leathers.

Pioneer shaping up

by Bill Spencer

OAKDALE, CAL., July 14 – Amateur short track racing is on the upswing in District 36, and one of the reasons is the Pioneer Arena track. The track surface has made the most of the improvement with the addition of a concotion of soil that makes for one of the neatest cushion tracks in existence. Jerry Griffith, the owner and a former professional racer, has put in many long hours with J.R. Trammell and other memebers of the Oakdale M.C., and the result is nothing short of fantastic.

Ted Davidson won the 250 Expert run, while older brother Butch suffered mechanical ills after just returning from the Pro circuit in Washington. Finishing second, in his best performance in some time, was Larry Dunnigan fighting off Duane Bowling, who has just returned to racing after a knew operation. Dunnigan, a kissin' cousin to Ken Roberts, and who from Modesto isn't, has been suffering with bike problems, but kept it together for the second tonight. All that, and Roberts is also keeping it together for his effort.

Danny Mills had it all one way in the 250 Junior, with an easy wire to wire win over John Radzack and Curt Brooks, both members of the Salinas confederation. Mills' father, Merle, was the guy who took Roberts to his first participant race and got Kenny racing. Just like I say, they're all kissin' cousins.

In the 250 Novice, the race for first was so hot and heavy that the first two guys took the checkered twice, causing a minor scoring commotion. Geoff Lowe and Bob Kerma, two more Salinas troops, were very close at the checkered and were so intent on racing that they kept going. At the trophy presentation the two, Lowe and Kerman, decided that the finish wasn't right. The checkers showed Lowe ahead, but they both agreed that Kerma was the winner and so that was fine.

Craig Scroggins won the 125 Expert Main for his first win in some weeks. The 14 year old youngster was about to hang it up due to financial problems, but with the help of Ben Zakarian setting up his 125 Bultaco, Craig is still at it.

Full moon scrambles

by Bill Spencer

FREMONT, CAL., July 13 – Anybody who follows the signs of the stars, Zodiac and other superstitions would definitely not race on a Friday the 13th and doubly so when there is a full moon, but 230 hardy souls braved those disparaging signs and rode the fast Fremont TT track.

Ron Kole took the place of older brother Jerry in the win circle, while Jerry was playing pro racer, and won both the 250 and 500 Expert Mains. Jerry was last year's Scrambles champ here and Ron could well take his place with performances like tonight's.

Both wins were fairly easy, with the battle for second being the hot spot. In the 250 Al Mendoza beat out Randy Gibbs after a race long duel, while in the 500 a spectacular crash in the pack gave the win to Kole with John Proto beating out Dave Butts for the second spot.

Phil Vitale displayed his new number but same old winning ways in the 350 Junior, riding Glen Halls beat up old 350 Honda. Phillip really makes it sing for second place Pat Myer, its a song of blues.

Only three riders came out for the 200 Junior event but it was one of the hottest contested races of the night,

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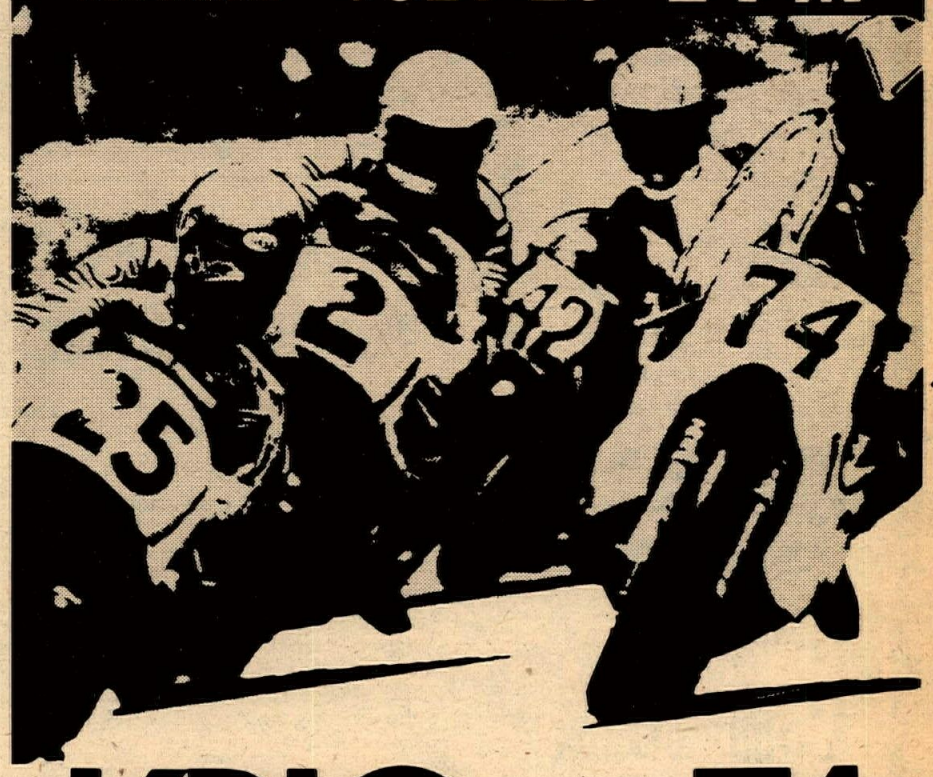

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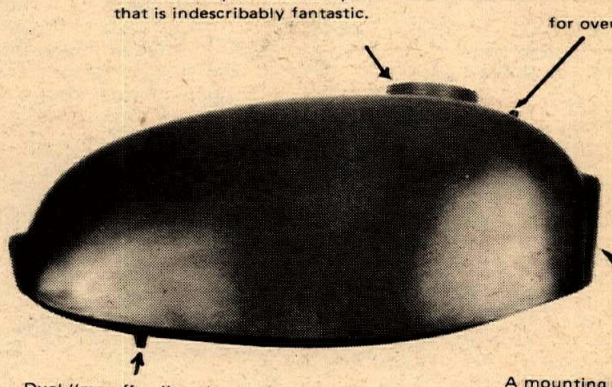

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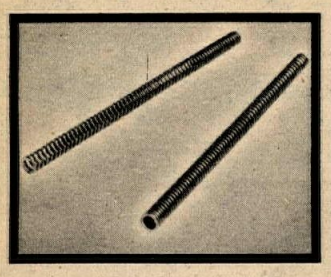

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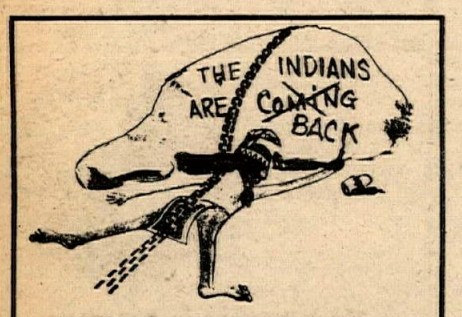

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with Tom Flaherty and Ricky Silva battling tooth and nail. Flaherty came out the only trophy winner to break Silva's win streak.

Tom Tyrell and Scott Pearson had a neat battle in the 650 Expert run with Scott getting his usual hole shot start but then trying too hard in one corner and letting Tyrell get underneath him. The rest of the laps were spent in trying to catch the Dave Bostrom prepared motor, with little success.

In the 250 Junior Main the two stars, Dan Young and Tom McRae, did a repeat of a short track race a few weeks back by taking each other out of the race, while leading. While Tom was leading, Young was keeping his Yamaha persistently on the rear tire, and it may have made McRae a little nervous as in the slowest part of the course he bobbled and highsided. Young was too close to retreat so he also crashed. So it's even-steven guys and Andy Whitaker is happy for his chance to win.

The Bast Bros. Go North

by Patrick Neil

NAPA, CAL., July 14 – The two BAST brothers, Mike and Steve, came North, started 70 yards back and finished first in the very exciting Race Number Five of the Napa Fairgrounds Speedway season series this Saturday night. Barclay Trehall, in his attempt to break the lap record, could only manage to tie the existing time set the week before by Haserot.

There has always been a fair amount of North versus South feeling among competition motorcycle riders in this state. Tonight that same attitude prevailed, but not with any animosity. The crowd here at the Napa Speedway of course has it's favorites, but when the evening was over, they had added two more to their list. FAST BAST. TWICE.

The two brothers were considered, by reputation, to be so good that they set a new record at this 1/10 mile oval. The officials started both 70 yards back from the starting line. However, this didn't bother either of the boys. As a matter of fact, it was just another challenge. Mike Bast came from last in four laps to take first in Event Two. Steve Bast came from last in four laps to take first in Event Four.

Event Number Eleven had Steve Bast again finish in front of Barclay Teehal, with brother Mike winning Event Thirteen against Larry Mulock.

Again in Event Sixteen it was another repeat of the Bast performance, with Steve taking this one, while Cunningham took up the chase for the North. In Event Seventeen Mike won again while Larry Mulock finished second.

Pausing at this time for someone else to get his name in print, the Bast boys witnessed the only four riders entered all fall down during the Scratch Consolation Event. Mike Rooney was declared the winner, after only two laps, because he was the only one still aboard his mount. Everyone else pushed to the pits.

So now came the heavy psych-out on the Bast Brothers show. Mike did the incredible act of marking his position at the pole with the heel of his boot, as the crowd watched this prediction on the So.Cal. rider's part. Then the official invited the riders to draw for starting spots. Mike drew the pole position. Steve drew the outside. When the ribbons jumped up for the beginning of the six lap Final, the Basts did a squeeze job on the other two, John Cunningham and Larry Mulock, into the first corner. That left Mulock in a spin out and Cunningham chasing the other two. Steve was in front while brother Mike gave him pressure. Steve won. The crowd loved it. They were invited back.

Barclay Trehal was left out in the cold, even though he tied the lap record set by Haserot last week, of 11.850 seconds. Sorry Barclay!

The brothers Bast one-twoed the Main at Napa Fairgrounds Speedway.

Moural and Robinson at Petaluma

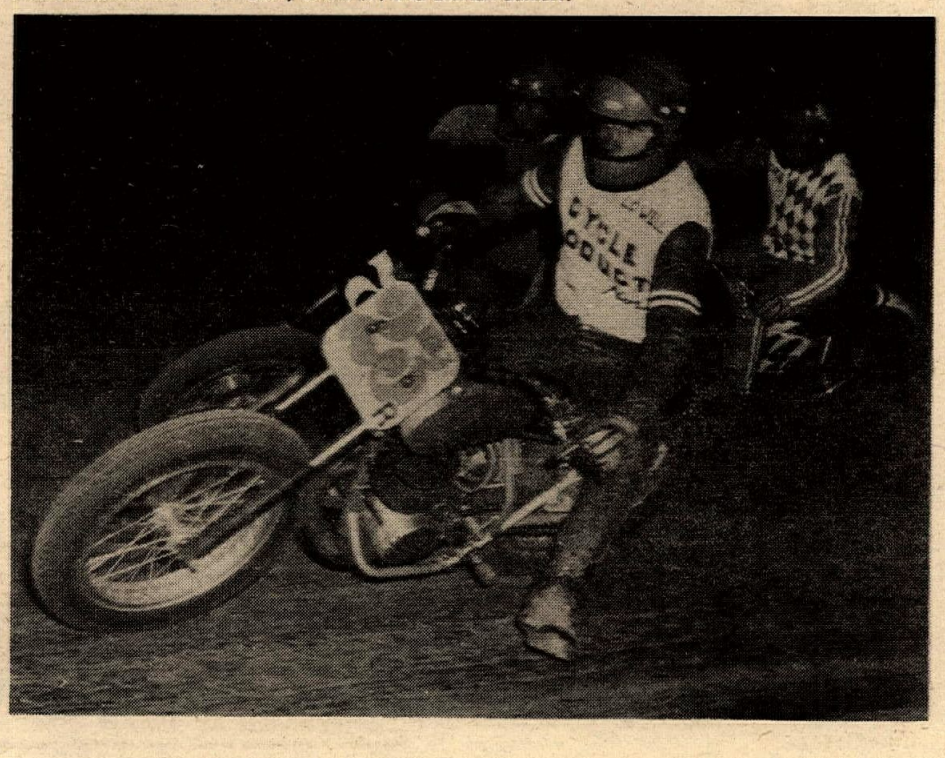
by James Brammer

PETALUMA, CAL., July 13 – It is unthinkable that after eight races in the current series at Petaluma any outsider would have a winning chance. That is, unless you witnessed Lowell Moural defeat the San Francisco Bay area riders at Calistoga or at Antioch, and then you noticed his number on the entry list for the first Expert qualifying heat at Petaluma's Friday night short track program.

In that qualifying heat, there was no contest in Moural's race from fifth place to first. He skated through all corners in a super style that's bound to wear out tires.

In the Main, he had only Wade Boyd to pass for the lead. District short track point leader, Larry Drew was third out of the first corner behind Moural. Dorian Jewett and John Gugliemetti followed Drew. After passing Boyd, Moural gained a 50 yard lead or more before his super slides took the edge off

Lowell Moural holds off Larry Drew (7) and Dorian Jewett.



his tires. Only Boyd was seriously chasing. Boyd closed up the gap, but never as a passing threat. John Guglielmetti finished third with Drew getting fourth in the 250 Expert Main.

Terry Otton, riding in the 360 class, had a pointless night resulting from a fall when he collided with Ron Davis in the final. The unpredictable Dennis Robinson is hot in the 360 class, and by winning at Petaluma he should be opening a winning streak that will last for a while. He's been leading all races, but engine seizures were stopping him. He teased second place finisher Kent Johnson at Petaluma by permitting him to get close enough to make passing attempts. That's racing? Not conventional.

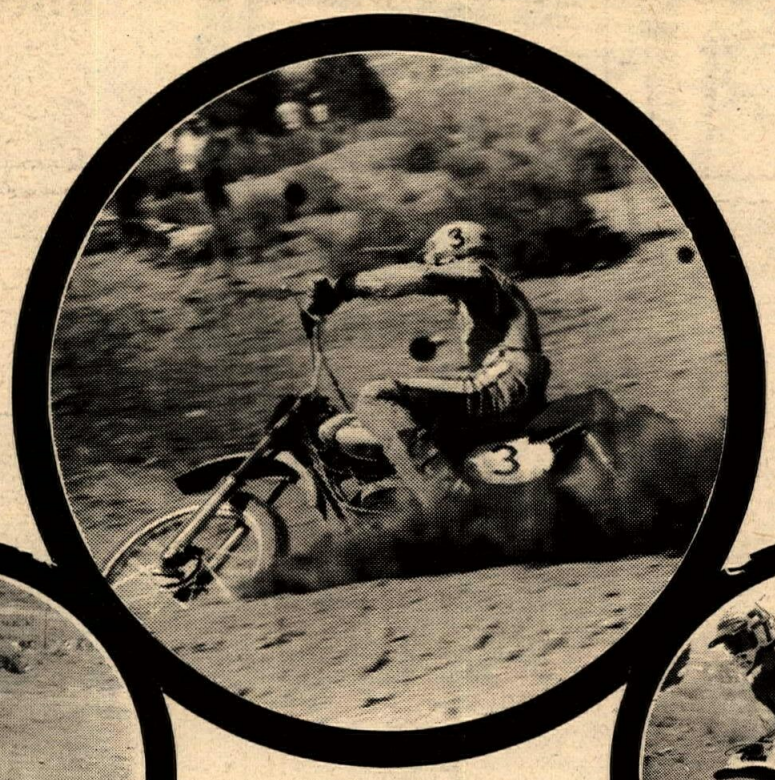
Lots of action in the combined 175-200 Novice final with winner David Quigley leading the first lap followed by Scott Correira and Bill Norton. On the second lap, Correira led with Quigley in second and Robert Brattin in third. Lap three, the riders were in finishing order of Quigley, Brattin, and Norton with Correira falling while in fourth. Brattin was first for his 175 class.

In the 200 Junior class won by Ed Souza, Larry Morrison passed Fred Poli for second.

Tom Hauth led from start to finish in the 250 Novice Main while Ralph Cox moved up for second place by passing Bill Norton.

There is a greatly improved track at Petaluma. Still hard, but very smooth and a little longer with corners more round and faster. With the brightest spectator facilities around, they are having trouble paying the light bill, so now it will cost the riders $4 to ride one class or $5 for two classes in the short track program. Pitmen get in for $3. Bring several, or you will be racing against more unemployed officials at other tracks.

Pennzoil users dominate Inter-AMA series!



Young Ron Pomeroy grabbed the 500cc Support title at Salt Lake City riding a Bultaco. Pomeroy, like Karsmakers, looks for championship quality in an oil...that's why he asks for Pennzoil 2-Stroke Motorcycle Oil. Try it yourself, ask your dealer for Pennzoil.

Yamaha MX Racing Team wizard, Pierre Karsmakers, has won 2 of the first 3 INTER-AMA Summer Series Championships. He outdistanced the field at Salt Lake City's 250cc INTER-AMA then came back to do the same at Lawrence, Kansas. The winning oil...Pennzoil 2-Stroke Motorcycle Oil, mixed 32 to 1. Pierre dominated the AMA National Series and now appears to be doing the same in the International Series. Take a tip from Pierre, get unmatched quality by asking for Pennzoil.

Team Husqvarna rider Mike Hartwig won the 500cc Support class at Lawrence, Kansas, giving Pennzoil users another INTER-AMA Summer Series sweep. All over the country riders are winning with Pennzoil...join them, ask your dealer for Pennzoil 2-Stroke Motorcycle Oil.

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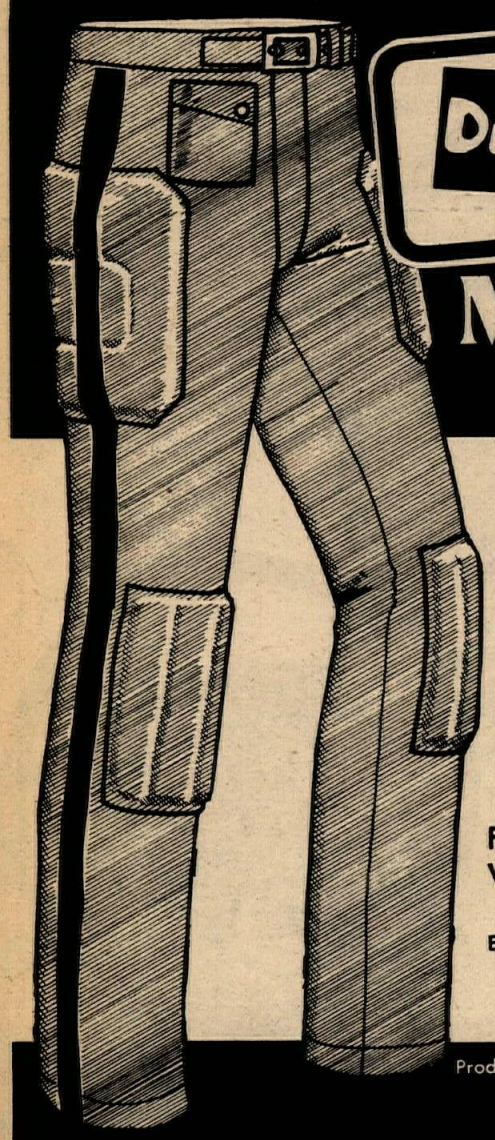

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CZECH-FIN-CZECH MAKES FOR EUROPEAN DOMINATION

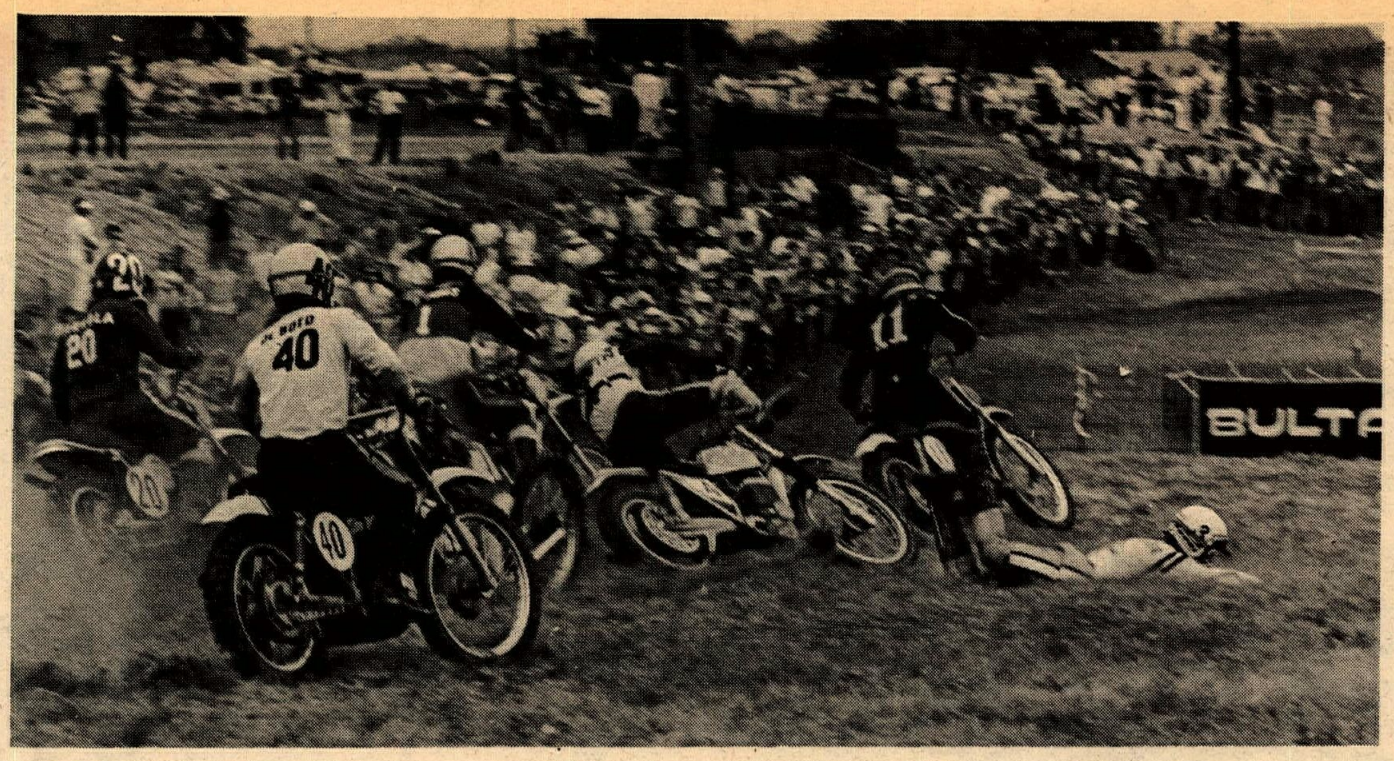
Jaroslav Falta (CZ) reversed the Marty Tripes-Coliseum tally with an overall.

by Jim Gianatsis

DELTA, OH., July 22 – The invasion of the little town of Delta by a cast of some twenty thousand Americans and three Europeans for the fourth event in the five race Inter-AMA series won't be forgotten for a while, at least not until next year. Jaroslav Falta (CZ), Heikki Mikkola (Hus), and Antonin Baborovsky (CZ) were the three Europeans and they fairly well dominated the two forty minute motos on the long and demanding Delta Motorsport Park track. Finishing that order, they beat back challenges by the American riders to capture the top three places in the 250 International class.

In the 500 Support class Husqvarna's Mike Hartwig had a no contest race as he won all three of the twenty minute motos in that class with ease. Bob Harris (Mai) and Doug Grant (Bul) finished second and third overall behind Hartwig in a class that was overshadowed by the excitement in the 250.

Mike Hartwig turned in a repeat performance, winning the Support class.



The massive first corner, second moto pileup. Pierre is already down and rolling.

250 International

The estimated twenty thousand spectators on hand let out a wild cheer as Marty Tripes throttled his factory Honda to the lead of the first moto with Gary Chaplin (Mai) right behind. Then came DeWayne Jones, ahead of Baborovsky and Falta. For the first few laps Marty appeared to have a little in reserve as he kept looking back over his shoulder at Chaplin like they were just playing a game of tag. Meanwhile, Baborovsky was charging hard, and on the fourth lap was able to zap both of them to take the lead. Then Falta also moved by on the following lap to instigate a Communist takeover of the first two places that would last throughout the remainder of the moto.

With Marty now back in third place and steadily losing sight of the speeding CZ riders, the crowd was able to center their attention on the battle that was going on back in the pack. Gary Chaplin was still holding onto fourth ahead of Karsmakers, Mikkola, DeSoto, Pomeroy, and Lackey. They were circulating around the track in a tight pack, but positions remained fairly consistent until the thirty minute mark in the forty minute moto. Then Mikkola gassed his Grand Prix Husky on past a tiring Pierre. Pomeroy also found his second wind about this time and moved by the flyin' Hawaiian, DeSoto, and then Pierre as well to take up fifth position behind Heikki.

All during the moto, Jaroslav Falta had been content to run second behind Baborovsky, but as soon as he saw the white flag unfurled he wicked up and worked his way past Antonin on the final lap to take the win. Following them across the line were Tripes, who was still safely in third ahead of Mikkola, Pomeroy, Chaplin, and Karsmakerss.

Moto Two

DeWayne Jones said someone hit him from behind as he led the second moto charge through the first turn after the drop of the gate. The bikes were topped out in fourth and fifth gear and heeled over for the lefthander when DeWayne was clobbered from behind and knocked to the ground. The next thing he saw was Pierre flipping through the air like a Raggedy Ann doll. At least a dozen bikes went down in the melee, including Baborovsky. "I know that Pierre was one of the riders who ran over me because I remember looking up and seeing something yellow flying by overhead, and the tank on my Honda has yellow paint all over it," said DeWayne. Jones was able to pick himself up and get going, but his Honda was stuck in fourth gear and couldn't be convinced to shift. Baborovsky also got underway again but was a half a lap behind. Karsmakers was out of it for the day with a mild concussion and bruises. Pierre stated that Baborovsky, while trying to force him (Pierre) off his own line through the turn, had run into him. Pierre walked back to the pits to wait for next week at Unadilla.

Heikki Mikkola on his feet in the series, winning the second moto and taking second OA.

Heikki emerged from the first corner pileup in the lead followed by Falta, Gary Jones, Bryar Holcomb, John DeSoto and the two Kawasaki riders, Brad Lackey and Jimmy Weinert. Brad had it in his mind to do well this moto after placing twelfth in the first one. He steadily began working his way up through the field, picking off the remaining Americans until he was in third behind Falta. As surely as the Czechs had dominated the first moto though, the second moto was Heikki's as he continued to stretch out his lead throughout the race to take the final moto win.

It was a happy Heikki Mikkola who waved to the cheering crowd in front of the main grandstand and downed a bottle of champagne. Heikki had to be content with second overall, though, because Jaroslav Falta from Prague, Czechoslovakia, by way of his first and second place finishes had the overall win. Baborovsky had worked his way back up through the field after the first turn free-for-all to get a ninth which gave him third overall. Finishing out the final moto in fourth position behind Lackey was DeSoto, then Gary Jones, Gary Semics and Jimmy Weinert.

500 Support

The Support class consisted mostly of local area riders out for the glory of being able to race on the same program with the factory boys. A few notable exceptions included factory Husky rider Mike Hartwig. Mike completely dominated all three of the twenty minute motos, winning each of them by wide margins. Eastern Maico rider Bob Harris finished second behind Hartwig in the first two motos, but in the final race it was Kawasaki's newest rider, Bill Grossi and brother to Bob on the Husky team, who got to eat a little of Hartwig's dust in second. Also notable in the brother act was Ron Pomeroy, who did as well as a fourth place in the second moto and finished out the day with an eighth overall.

Doug Grant is one rider who Easterners don't get to see very often but would like to. Doug put together a 3-10-3 finishing act to net Bultaco a third overall behind Hartwig and Harris.

RESULTS

250 INTERNATIONAL CLASS: 1. Jaroslav Falta (CZ). 2. Heikki Mikkola (Hus). 3. Antonin Baborovsky (CZ). 4. John DeSoto (CZ). 5. Jimmy Pomeroy (Bul). 6. Brad Lackey (Kaw). 7. Gary Jones (Hon). 8. Gary Semics (Hus). 9. Gary Chaplin (Mai). 10. Jimmy Weinert (Kaw).

OPEN NATIONAL CLASS: 1. Mike Hartwig (Hus). 2. Bob Harris (Mai). 3. Doug Grant (Bul). 4. David Clemence (Bul). 5. Bill Grossi (Kaw). 6. Donald Goss (Hus). 7. Tom Doherty (Yam). 8. Ron Pomeroy (Bul). 9. Gary Ingham (Bul). 10. James Snow (Mai).

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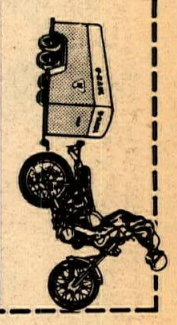

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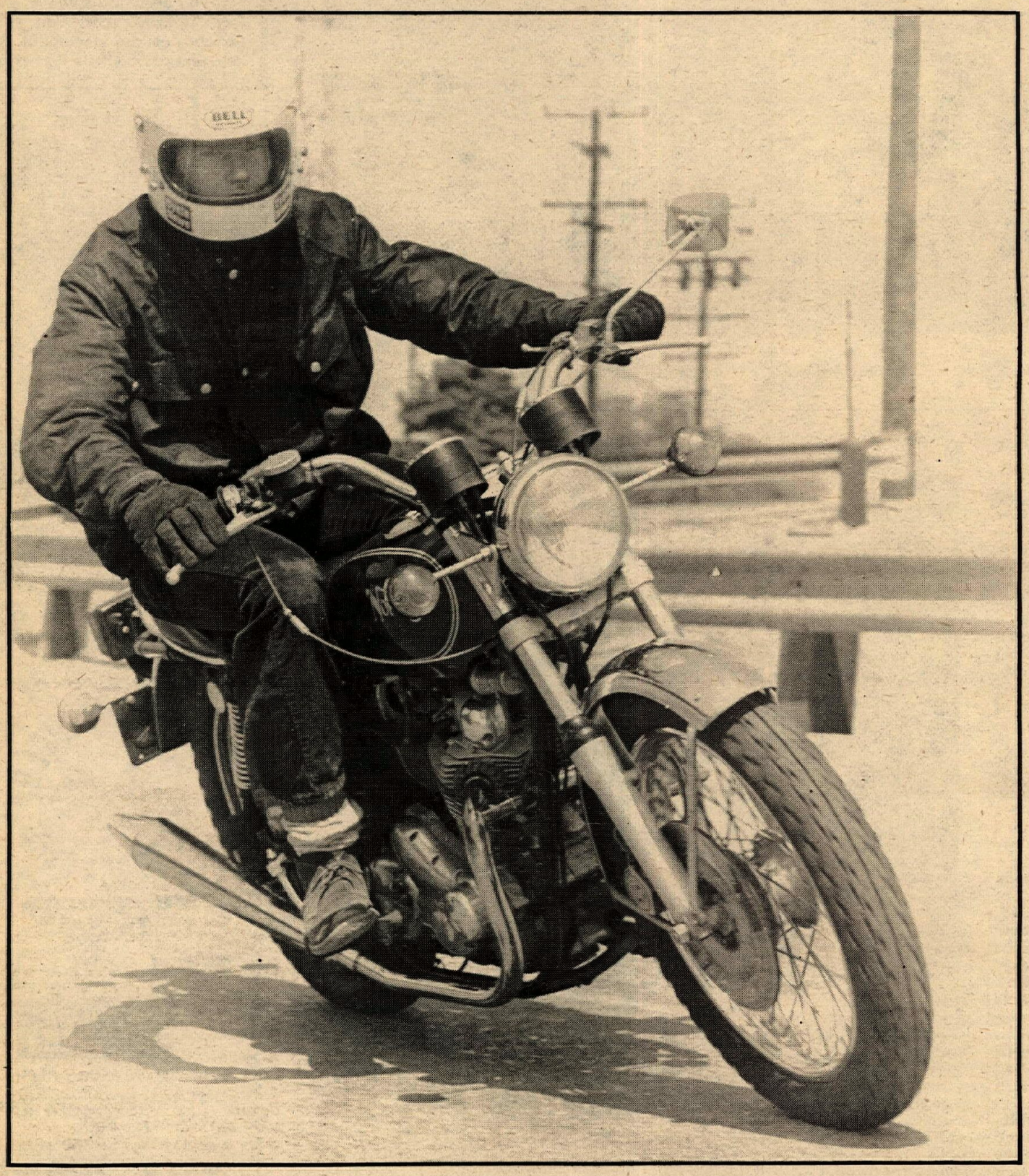


Even if your socks sag, the Norton is more fun to ride than the Yamaha.

NORTO 850 VS. YAMAH 750

by the Claw and Over-rev

They are both big twins. Torquey, throbbing, large, studly-looking machines. Both Yamaha and Norton have sought to make their big bore twins overcome the traditional bane of big twins: vibration. Both have had some success. Both have produced a machine that is significantly different than the rash of big bore multis produced by almost everyone else, and both have provided good alternatives to those multis, alternatives that we felt made the twin a more desirable motorcycle than the alternate multi for most uses.

Because they are twins they can be lighter and narrower, which in turn means that they can corner, stop, and handle more easily. Because they are twins, they don't put out the peak horsepower of the multis, but their lightness and low end torque gives them back what they lack in power. What they give away in high RPM power they make up for in off-line drive and top-gear passing.

TECHNOLOGY VERSUS DEVELOPMENT

Two completely different schools of design thought go into the Norton and the Yamaha engines. The Japanese are famous for quickly putting together innovative ideas that work. The Yamaha is an example. While the Yamaha might have had as much as three years development time, that is a drop in the bucket compared to the time that has gone into the Norton. At the same time, the Yamaha overshadows the Norton in technically risque ideas. An overhead camshaft, vacuum carburetors, omni-phase balancer, and five speed gear box are words the Norton just wouldn't understand, or, for the most part, need to.

The Norton's hints of technological excellence fall more into the range of afterthought than do the Yamaha's. Isolastic suspension, Norton's rubber engine mounting system, sounds impressive enough, but it's really an exterior afterthought to make a lumpy engine smooth. All this would sound bad for the Norton except for the fact that it is smoother than the Yamaha. Not only does it produce less vibration, but that which it does produce is not nearly as annoying as the Yamaha's.

For two bikes that compare favorably in performance and even in the manner in which they perform, they are technically very different. The Norton carries its camshafts in the cases and uses pushrods to actuate overhead valves via rocker arms. The Yamaha carries a single camshaft up top, but also lacks direct valve operation. Hence, operating RPM might be a little higher for the Yamah because of slightly more accurate opening and closing.

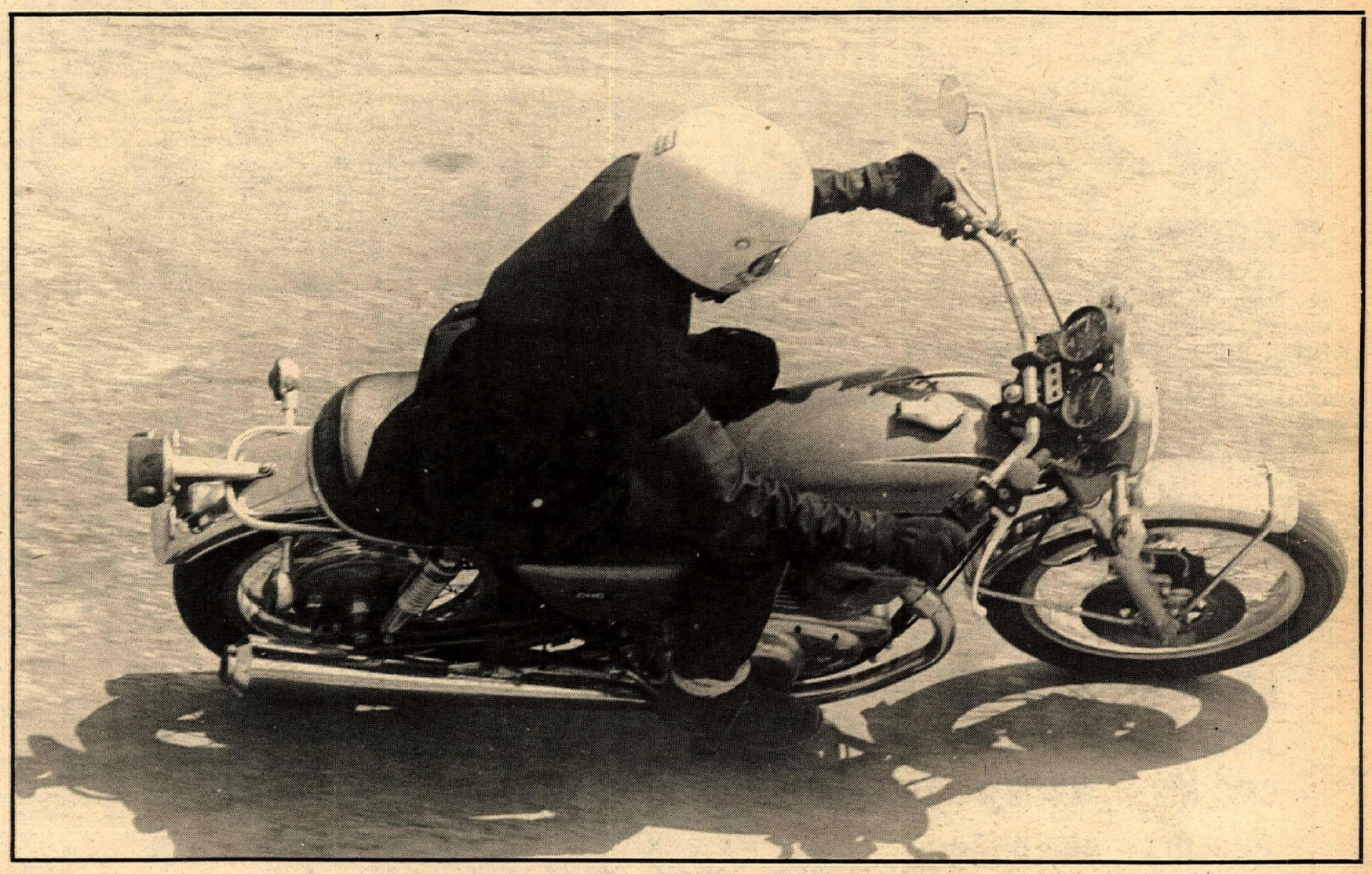
However, the operating RPM difference is really represented in the bore/stroke ratios. The 850 Commando is really a 750 bored out four millimeters to get 828cc. The resulting bore/stroke ratio is 77/89mm. The Yamaha tags in with a ratio of 80 to 74mm. They have very different piston-connecting rod theories. The surprise comes in how differently they do *not* perform. Both develop strong torque from around 2,500 RI Norton reaches maximum po 6,200 RPM, the Yamaha at 6,50 Both develop strong power abo power bands and even above t lines. Though the Norton will c valve float soon takes hold, and of the bore/stroke ratio, acceleration rate is very hig Yamaha happily over revs 1,00 with a seemingly insignificant power. Valve float was encountered. Because of its ove ratio the piston speeds are not dangerous, either.

The Yamaha and the Norto have dry sump lubrication. Norton it is no surprise. Dry su both a matter of traditio practicality. The less oil there around, the less it will leak. Yamaha it is a surprise. Their 6 has a wet sump. It does keep th cases a little smaller, and conside size of the Yamaha's cases that' idea. The TX 750's cases st horizontally and the engine, muc one's surprise, didn't leak a d half expected the oil lines to le they didn't. In fact, it stayed than any bike we've ever tested.

Though Norton occasionally to build a leak-proof engine n our test model wasn't one o Our's leaked anywhere from mod to profusely. On one two-up venture it required a quart of o other gas stop (200 miles). The leaked constantly from the head streaming back onto carbs, air b covers, and rear tire (Yagh!) I intermitently from the tach dri when it did, it leaked an amount. You could watch it co Then it wept a little off the case. The Yamaha definitely w keep-the-oil-in battle. Howev Norton ran cooler.

The Yamaha has five nicely but not necessarily necessar ratios. Just one of them would g

IE THUNDER TWINS



You have to work at turning the Yamaha. To turn right, you pull on the right handle bar, like so. Hanging off would help, too.

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ways. Each shift was somewhat indefinite and often accompanied by a clunk. There were some false neutrals, and one of the most elusive real neutrals ever. The clutch is huge, powerful, capable of resisting thrashing, insensitive, grabby, and dangerous when cold. It could not be made to slip after repeated burnouts. But when you wanted it to slip that was difficult, too.

The Norton has four speeds which are adequate for the power band and the nature of the beast. Anyone who wants to shift a Norton a lot is crazy. The four ratios fit very well and the overall ratio is really tall. At 75 MPH it loafs at 4,200 RPM. Shifting is light and easy and the throws seem to have gotten shorter. There was never a missed shift and neutral was simple except after a thorough thrashing. The Norton's clutch is weird. It grabs just a little less than the Yamahas as it engages. In order to make a smooth getaway it requires that you pull it back in a little just at the right moment. Its pull is easier than the Yamaha's and it is easier to use. However, after repeated burnouts (which are *so* fine to do on the Norton) it would begin to slip. Obviously, the English don't make burnouts a common practice.

Unlike the Yamaha, the Norton connects its crankshaft to its non-unit gearbox construction via a chain. So, there's a chain to hassle with on the Norton. However, the Yamaha has a chain to operate its omni-phase balancer. The Yamaha chain did not seem to have proper tension as that seemed to be the source of somewhat excessive mechanical clatter. It was enough that we were convicned, for three thousand miles, that the Yamaha was about to blow up. It never got worse and the TX-750 never faltered.

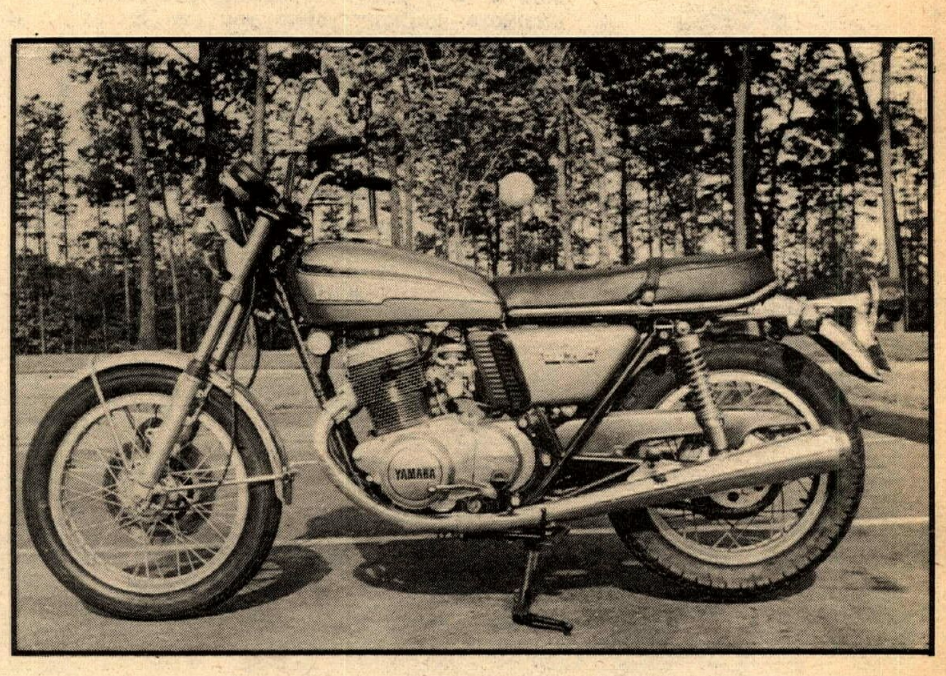
The real differences in the engine units comes down to development versus technology. The Yamaha was created the way it is and will stay mostly the way it is. The 850 Commando is so different than its ancestor, the 750 Atlas, (and several other, smaller twins) as to defy comparison. People, real live human beings, have ridden around on the Norton and tried to think up ways to make it liveable (which the Atlas was not). Though the Yamaha was no doubt created by a man or men, it was also, no doubt, computer inspired, too. Theoretically the engine should not make much vibration. But, there was no one there to tell the computer that tingling buzzes had much more effect on human beings than sensual throbs. The Norton shakes at low RPMs but the shakes add to its character. Above 3,000 RPMs it is the *smoothest* bike we've ever ridden, period. It is uncannily glassy. The Yamaha buzzes a little here and there, but never makes any vibration anywhere near the magnitude of the Commando's low RPM shake. It just buzzes away as the omni-phase balancer and the piston play add and subtract and occasionally come up at other than zero. When it does you are all too aware of it.

The Norton is faster than the Yamaha. It has 75cc more than the TX 750 and weighs at least 80 pounds less. No surprise. But, the Yamaha produces an equal amount of torque and requires no more effort to climb hills two-up. It just doesn't motor as quickly. While the Norton produces an almost thrilling surge, the Yamaha just goes. Then again, if you're looking for speed the 750 Commando is quicker than either. In side-by-side competition the 750 Combat we had around would fairly trounce either.

Both bikes come with twin carburetors. The Yamaha has Solex license Mikuni, constant velocity, diaphram items. The idea is to deliver just as much throttle opening as the engine desires (chosen by ambient pressure depression in the manifold), rather than linking throttle opening to a rider's insensitive hand. Sure enough, they don't really work very well. While they offer excellent medium to high speed metering, they don't respond adequately to small throttle openings. When you've got the Yamaha leaned over with the stands dragging, and you know that the lack of cush hub is going to cause a snap when you roll it on, you want subtle throttle control. There seems to be a rapid pressure change in the manifold as you start to roll it on, and whamo, the carbs let the engine have it. It can be disconcerting, and also makes the bike very difficult to ride smoothly around town. The butterfly choke plates, combined with a quick jab with the right thrumb, make starting an easy task.

The Norton carries a couple of Amal Concentrics of 32mm measure. The carburetors were not a thing of joy and beauty on the Norton. Like the Yamaha's carbs, they supplied superb medium to open throttle measure. Like the Yamaha's carbs, their low range performance was not what it seemingly could be. The Norton liked to flutter and miss at constant throttle opening below one-half. At no time did they feel like they were adequately complimenting the Norton's low end torque. Because of a compression ratio that is over a point lower than the 750 Combat Commando, starting was not too difficult. It was still a little embarassing to have to flail at the kick starter lever when all those around were giving their thumbs a workout.

The Amals put a grand finale on their lackluster performance by leaking more



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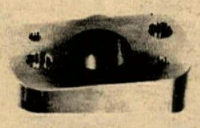
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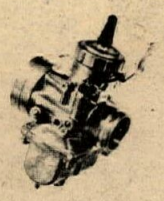

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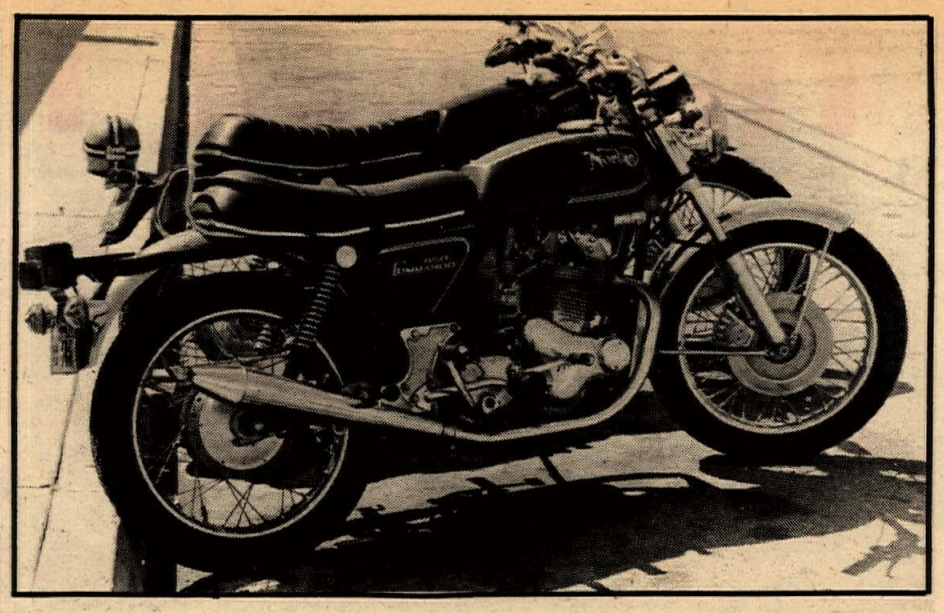


850 isn't as fast as the sportier 750 Norton. Some staffers preferred the 750 Combat over the 850.

than insignificantly. Whether this was bane or blessing depended on how much oil the engine was leaking. Sometimes the carbs would help clean things off.

RIDING THEM

If cold, the Yamaha has to have the electric starter leaned on for a while before it will consent to fire up. Then it requires warm-up for several minutes before it will drive away smoothly. On the Norton you turn the gas on using the left hand tap (the right is reserve), and depress the ticklers on the carbs. A little gas overflows. You can do what you wish with the choke; it seems to make no difference. No more than three kicks (one if warm) and it is ready to drive away instantly. Thanks to a trick ignition device, this is true even if the "Yazoo" battery (Norton has gone to a Japanese item) is dead. Don't ask why it got dead.

Clutch pull on the Yamaha is something of an effort. Not bad, but heavy. Clank it into gear, give it some gas, and gingerly release the clutch. Bang! It grabs. A little more warm up and it's ready to behave normally. Once it fires, the Norton feels like it has been running all day. Pull in the clutch. You'll find the pull is light. It always is on a properly prepared Norton. It's just a matter of cable lubrication. The transmission accepts first gear smoothly and quietly. First gear is *up* and on the right side, remember. Second gear is down. Exactly the opposite of what most folks are used to.

After a little warm-up, find a friend with a 750 multi and a significant ego. At a stop light you can always leave him behind in a casual drag race on either bike. The low end torque and broad power band of both bikes allow them to rush away from a stop with considerable ease; no 19,000 RPM-dump-the clutch starts are required for a quick getaway. If you get into a serious drag race, the high RPM clutch-dropping start will get you away more quickly but not as neatly. However, you will still have an easier time than your multi-cylindred, high revving friend who will only beat you away if he is good-and brave.

Around town you can tick down the streets at 2,500 RPM on either. You can leave them in third (in either bike) and rush away from slow spots and corners with no shifting and considerable gusto.

The same is true on the highway or freeway. And it is here that you really grow fond of the big torquey twins. You just leave them in top gear, and when it comes time to pass, just wick it up. Either bike just goes rushing around what ever impedes your progress. High gear acceleration is considerable on both bikes. If your friend with the multi is still with you, he will have dug for third gear (in a five speed) to keep up. The effect of the broad power spread is effortless power.

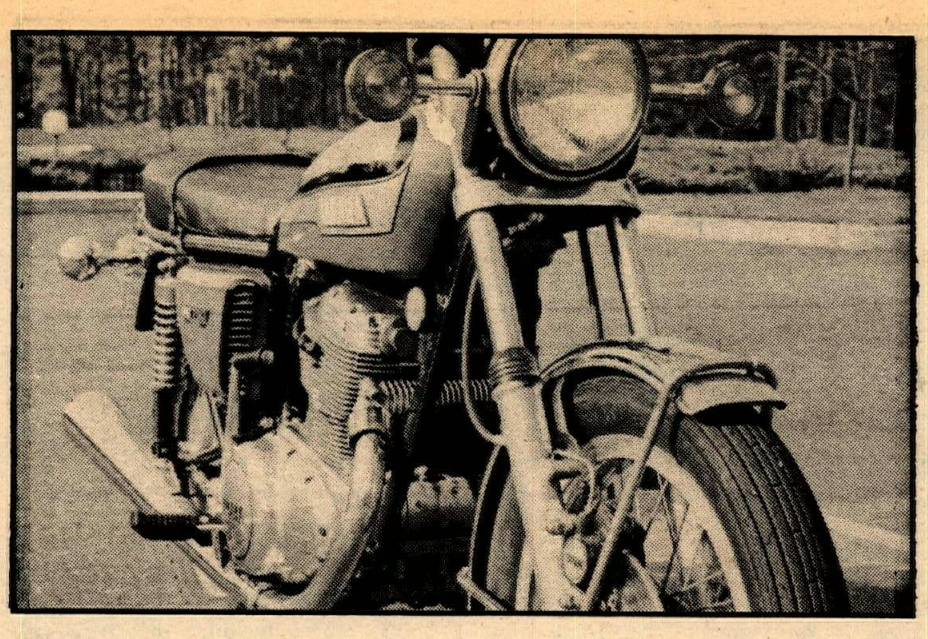
A trip through the windies will really separate the two bikes. Here is where the Norton, although only slightly faster in acceleration, really pulls away. The Norton turns easily, although you don't expect it. The machine feels like it will want to run straight rather than turn, but when a corner comes up, it just lays over and goes where you point it. The suspension absorbs the irregularities and bumps easily and the Dunlop K-81's grip the tarmac admirably; it feels as though the tire were made for the bike. Rolling on the throttle brings an even flow of power, but you have to correct very slightly as the isolastic mounts that support the swing arm tighten up. If you've tried the bike on the center stand you know that there is some give in the rear wheel mount. Something like that might make you cringe if you haven't heard that Nortons don't screw up while cornering. Once you spend a long time thrashing the bike and finding nothing that will make it wobble or do anything evil in a corner, you are left to puzzle. One thing is for sure: for anything to rate a superlative in handling, it will have at least to approach the level of the Norton.

The Yamaha, unfortunately doesn't approach the Commando. The geometry isn't right and the rear suspension doesn't offer enough damping to do the job. Something in the geometry has created one of the strangest steering habits we've ever encountered. On every other bike in our experience, to turn right you pull on the left bar. Below 40 MPH it's not so on the TX-750; to turn right you pull on the right bar. But you have to do more than that, you have to exert all kinds of force to get the bike to lay over. One staffer said that if he put his foot on the passenger peg and his knee on the forward peg and then dropped himself down to the inside of the bike and pulled that it worked just fine. That was an extreme, but hanging off helped a lot. Once you had persuaded it to lean over and turn, you have to keep pressuring it to make it stay there. Getting on the throttle hard made it try to pull itself back up, and if you wanted to stay heeled over you had to work at it. None of this was as horrid as it sounds, perhaps, but the bike clearly required more force and unusual technique when cornering. It also wobbled on high-speed sweepers. This was due, we are certain, entirely to the shocks which were lacking considerably in rebound damping. It didn't really wiggle, rather it bounced.

The lack of rebound could also be felt on the street when crossing ditches or bumps when the rear end would bounce back up and kick you in the tail. A pair of real shocks wouldn't hurt anything.

The Norton didn't do any of those nasty thing, but the forks would top out or occasionally bottom around bumps or ditches, but not too much shock was transferred to the rider.

The machines have different strong and weak points in comfort. The Norton vibrated less – not at all once moving. The Yamaha buzzed you. Thick gloves would absorb most of it, but thin gloves leave you with numb fingers. Vibration level is slightly worse than a Honda 750. Throttle spring return pressure is fairly severe on the TX-750 and your hand gets right tired after a bit. There's no damper, either. The Norton is sufficiently light and there's a damper. The Norton's seat is an improvement over previous ones, but some staffers found it hard. If you sat back on the seat there was a softer spot. Passenger seating was pretty good. The Yamaha was better in seat comfort. Incidently, both bikes offer touring



options which include a big seat and tank. The Norton offers it in the form of the Interstate, and the Yamaha has accessories. We would recommend them to tourers. Yamaha also offers an oil cooler which also seems like a good idea.

Another accessory item from Yamaha is a second disc for the front end which isn't really necessary, although the Norton stops better, probably because it has better tires and less weight. The Yamaha's rear brake was a little more sensitive, but it may have been affected by the fact that our machine had a bald rear tire.

One area where the Yamaha clearly outshone the Norton was in lighting. Lighting was superb on the Yamaha. The Norton's was better than we expected, but not like the Yamaha, which means not good enough.

To our surprise, the Norton was quiet. The 750 that we tested had kind of a bite to it; the 850 was in the ball park. Both bikes were big "thunder twins", as one staffer was fond of calling them. They both were big rumblers (properly subdued). Some people don't like the big twin boom, but those who do, love it. There is also a certain mystique, possessed by the Norton, that affects certain girls, If we hadn't repeatedly experienced it so dramatically on Nortons, we wouldn't have believed it either, so we won't blame you if you don't.

The Norton got better gas mileage than the Yamaha — about 40 MPG to the Yamaha's 35.

The Yamaha proved to be less trouble than the Norton. We rode it for more than 2700 miles, a lot of miles, never doing more than chain adjusting or oil addition. In the 100 miles that we had the Norton it sprung a leak and would have required some attention. Both chains seemed to be equally sturdy.

In the odds-and-ends department, the Yamaha looks betters — or the Norton looks worse. The major problem here is that the Norton is British and uses those damn Lucas switches. They're all in the wrong places, too. For example, the turn signal switch was on the throttle side, and it was almost impossible to reach without losing your grip on the throttle. The horn only worked sporadically. A neat thing on the Commando was the flasher button the left switch which flashes the high beam when pushed whether the lights are on or not. It's useful for passing, warning cars of your presence at night, or for signaling truck drivers. The Norton's speedo was more accurate than the Yamaha's but it stopped working for 50 miles. Then it decided, with no coaxing, to work again and did so for the rest of the test. The Yamaha key is located between the instruments, but the Norton's key is down by your left knee and not terribly convenient. The Norton has two gas taps; the right one is the reserve tank and it's easy to use. The Yamaha has two gas taps; each one has a reserve. They were a bit more of a nusiance because of the difficulty in remembering which way reserve was.

The Norton had non-folding pegs which was no problem since they are so high. In fact, it was an advantage, as one staffer found when he crashed it. The rigid peg broke, but it saved the pipes, shift lever, and cases. You could just touch the pegs in hard cornering solo. The Yamaha dragged stands and things and had a little less potential lean.

CONCLUSION

We didn't originally intend to compare the two bikes, but when they happened into our clutches at the same time we couldn't avoid it. They are so similar in intent. But when you are done with a comparison, the conclusion is inevitable: The Norton makes it. The Yamaha just misses.

The Commando handles and stops better. It's smoother at all speeds except near idle. It gets better gas mileage. It requires only a little more maintanence. It is more plain fun to ride. For this reason, the Yamaha often sat idle while the Norton was fought for.

To its credit the Yamaha went 2700 plus miles without any real attention, and, until the Norton arrived, we were very pleased by it. By itself it would have looked considerably better. It also cost $240 less, which will sell it to some people over the $1800 Norton Roadster. And it din't leak a drop of oil.

Both are very versatile machines. They seem reliable and are comfortable enough to make it in the long run, but are still fun around town. In most ways we preferred them to the present crop of multis.

Someone wanted to know, "which is better, tradition or progress?" How about, "Which would you rather ride, development or technology?"

SPECIFICATIONS

850 NORTON		750 YAMAHA	
Engine	OHV Four-stroke twin	Engine	OHC Four-stroke twin
Displacement	828cc	Displacement	743cc
Bore/stroke	77/89mm	Bore/Stroke	80/74mm
Compression	8.5:1	Compression	8.8:1
Carburetion	2, 32mm	Carburetion	2, 34mm
Wheelbase	57 inches	Wheelbase	57 inches
Transmission	Right side: 1 up, 3 down	Transmission	Left side: 1 down, four up
Fuel capacity	3 gallons	Fuel capacity	3.7 gallons
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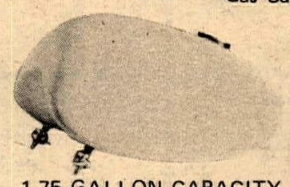

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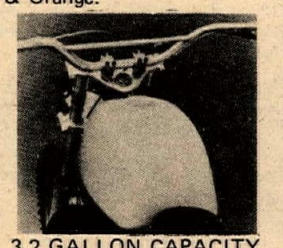

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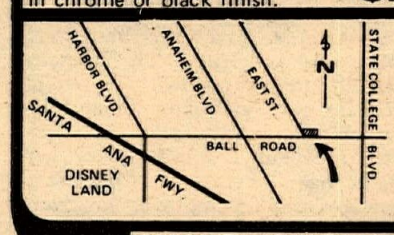

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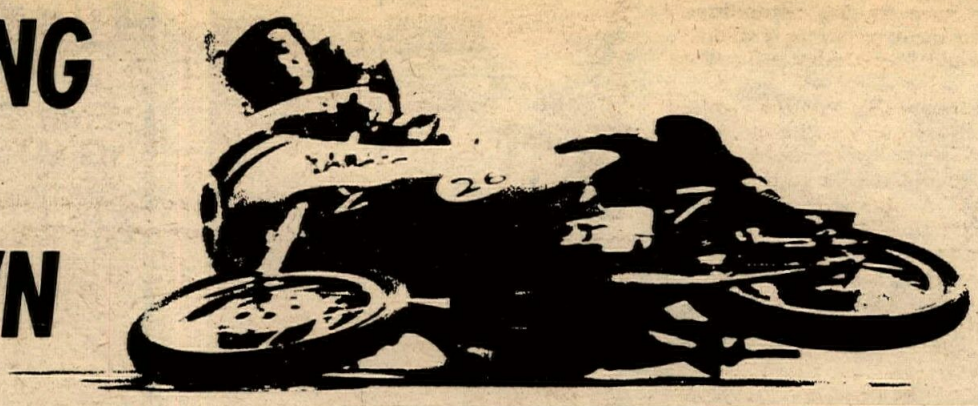


EDITORIAL

Another Plan to Save Road Racing

Lately, there has been a great deal of editorial ink expended in an effort to direct the AMA in choosing a new formula for the heavyweight road racing class which, it is generally agreed, is dominated too completely by the two-strokes, specifically the Yamaha TZ-350. Not to be out-done, I hereby offer my solutions.

A four-stroke hasn't won an American road race since last year's Laguna Seca National and the spoils have been left to Yamaha, Kawasaki, and Suzuki. Although, they still seem to have the upper hand, the folks in the 750 camp are getting concerned about the Yamaha TZ-350. They are no longer trouncing the littler bike, now they are just barely holding it at bay, and news of a 700cc four cylinder water cooled has the opposition in a tizzy.

They have had the same problem in Europe where Yamaha has completely dominated the sport. In some events the rules now read so as to ban the Yamaha 350's. The Anglo-American Easter series is an example. Machines had to be between 600 and 750cc. The Yamahas, it was felt, are just too fast, too reliable, go too far on a gallon of gas and have too much of an advantage.

The problem is similar over here. Yamaha has certainly dominated American road racing on an overall basis. The biggest possible news that could come out of Laguna Seca is that Kawasaki beat Yamaha in the 250 event. For almost the last ten years, Yamaha has had a lock on the 250 class, even though the rules were altered to allow other manufacturers to have a shot at them with 350's, no one seems to be able to do it. Kawasaki has come closest.

In the 750 class it isn't quite as bad. The total domination by Yamaha of that class feared by some observers after Daytona hasn't materialized. Yamaha hasn't won a race since the 200. But they have always been right there. Only at Dallas did they fail to make it into second. They had to settle for third.

Yamaha is in an enviable and envied position, and some of the competition would like to see them banned.

There are good sound reasons for bringing Yamaha to hand. If American road racing becomes an all-Yamaha show, it isn't going to have the same spectator appeal that a multi-brand competition would. The entire sport will suffer. It won't be as much fun.

But a straight ban isn't fair either. Yamaha has gained their pole spot by developing the best bike. (If you don't agree, ask any European road racer.) That is, of course, supposed to be what racing is all about. They also are favored by being the biggest manufacturer active in racing. (Honda could probably hurt Yamaha more than anyone if they would give it a real try.)

Finally, Yamaha is the only manufacturer that gives the privateer a chance. You can't buy, and there aren't more than two or three private groups who could build, a competitive Kawasaki, Suzuki, Honda, Triumph, Norton, Harley-Davidson, BMW, Ducati, or anything else. Even on a Yamaha your chances are distant, but at least they exist. Don Emde proved it last year. The first privateer at every National is on a Yamaha (now that Cliff Carr and Kevin Cameron have been absorbed by Kawasaki). The privateers don't have quite the equipment that Kel Carruthers turns out for the factory guys, but that's racing. Yamaha is the only manufacturer that gives the privateer any kind of chance, and if you win they'll even give you some contingency.

So banning Yamahas straight across the board would kill the privateer dead. Right now he is capable of uttering little gasps.

But the latest face-reddener from Yamaha to the other factories is the news of their 500 and 700 four cylinder water cooled two-stroke racers. This has sent a flurry of "ban Yamaha" proposals flying around.

Which is something that I tend to agree with. I don't go for banning the 350's, especially since they're already here, but more new specialized racers aren't what American racing needs. The bigger Yamaha road racers would give Yamaha an almost untouchable edge. What's more, they would be too fast to dispense in the same manner as the TZ-350's have been. Some privateers would be graced with them, but some couldn't be. Scraping riders off the walls at Talladega could get to be a bore.

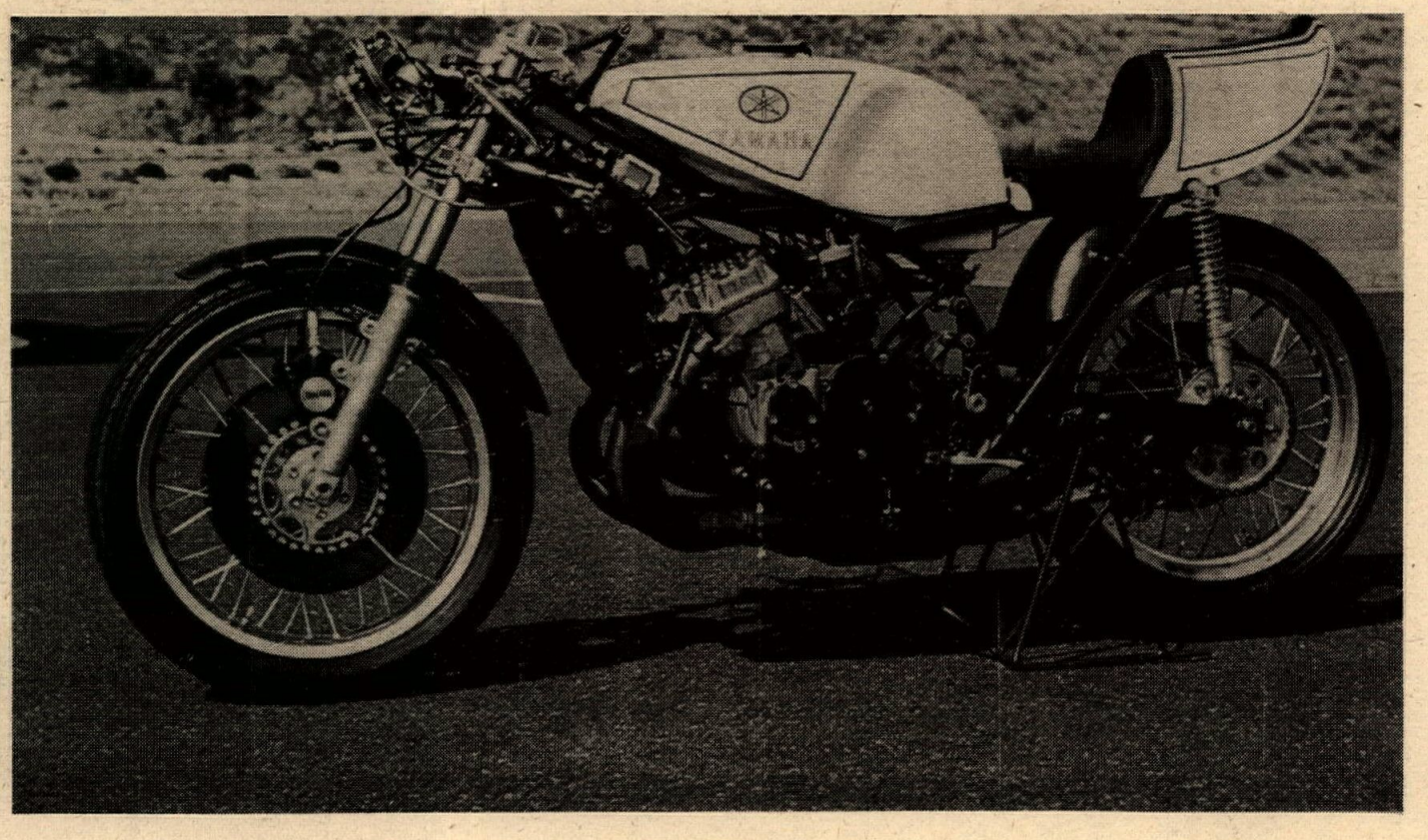
Yamaha has been able to race with engines unlike what they sell for the street because they have imported 200 of them and had them approved. But I think this has gotten away from the original intent of the AMA's Formula 750 rules. The original intent, I feel, was to make racing bikes that resembled, at their very heart, the maker's street bikes.

In this I find my answer to the problem: Require that road racers be based on street bikes (that have been imported in quantity) or have been approved *and raced* in American in 1973. Which would mean that Yamaha could race their 350 and that privateers would still have a chance. It would mean that Yamaha couldn't race their 500 or 700 unless they base it on a street bike that they import in numbers. So far they show no intention of doing so.

Assuming that this would keep the Yamahas at a level where they were approximately equal to the 750 triples (and that seems to be the case, at least this year), the problem of how to save the four-strokes remains. Here I tend to concur with my colleagues.

The suggestion (first aired, I believe by Cook Neilson of "Cycle") to raise the ceiling for four-strokes seems to be the answer. A limit of 1000cc to 1200cc would open the door for several of the companies that are now sort of obscure on the American racing scene; Ducati, Moto-Guzzi, BMW, and Laverda all have larger than 45 inch four-strokes in

The Yamaha 500 road racer: Will it dominate American road racing next year? Photo courtesy of "Motorrad".



production or on the way. So do Honda and Kawasaki. The added inches wouldn't hurt Norton, either, although they seem to have an very competitive motorcycle on short tracks as it stands. Finally, it would give Harley a helping inch or two.

The only way that a four-stroke seems to be able to win at the moment is if somebody parks Cal Rayborn in the driver's seat. Even Calvin is getting tired of being out-horsepowered, and rumor doggedly maintains that Yamaha is going to have a new rider next year. But four-strokes seem to improve with more piston and they might have a chance with a litre or so.

My main concern is that American racing not get taken over by some big, unavailable, unfamiliar, too-fast motorcycles, even if they are the products of superior engineering. These proposals aren't guaranteed to keep Yamaha from taking over (they still may introduce a 700cc street machine), but they give the privateer a chance, they don't make present equipment obsolete, and they keep the hope alive of occasional victory for someone else...*Art Friedman*

American MX Club at Carlsbad Raceway

by Scott Heidbrink

Now with the Trip-To-Europe series all over, things around AMC are getting back to normal. The turnout was quite good for being the weekend after the end of the series, but the regulars that have raced the entire series were all but absent.

All the Experts ran together today, and Jim West led them all. The only trouble Jim had was in the second moto, when Kevin Young slipped by for half a lap. But then and never more that day was West topped. Content to stay in second place Open, third overall, was young Jeff Szueber, mounted on a YZ Yammie-Ha. Usually running around fourth overall was Leonard Mellgren on a 125 Suzzie. There certainly wasn't any prejudice towards cc-size in this moto. Overall, West won the biggie sized bikes, with Szueber second, while Young took 250 class, with flashy Eddie Coulter in second. A tip to all you photographers out there, if you want neat pictures, simply point a camera at Coulter, and he'll do it for you.

The Opens also ran together, and did they put on a show! In the first moto, Jim Beltnick pulled an early lead, only to be passed by Craig Adams. But James did not want to give up that easy, so he pushed his old body on, but could not catch the young speed demon. So Jim gave up, and settled for second, then in the second round, Jim's bike quit all together thus one Jim Beltnick packed it up for the day, but he still held on to third place. First and second turned out to be Ernie Apodaca and Fred Nelson, respectively. What happened to Adams, you say? It turns out that he was an Intermediate, and he won his class, with Bob Cope second.

While all this foo-faw was going on, Gary Stokes, the only Senior riding today was sitting back, having a good day. It seems that last week Stokes bought a slightly used Ake-replica Maico, and has spent all week shaping it. He even stayed up into the very wee small hours of the night, last night preparing it, and still the compression release leaked (which was later fixed by jamming a plug into the hole). But the problem was that Gary had never ridden a Maico, let alone his new bike. So the first two motos he took it easy, but in the third, all hell broke loose. Off the line Gary was second, and he captured first by the end of the first lap. By the end of the moto, Gary held a commanding lead of about 100 yards. Wow! Just wait until he knows the bike better.

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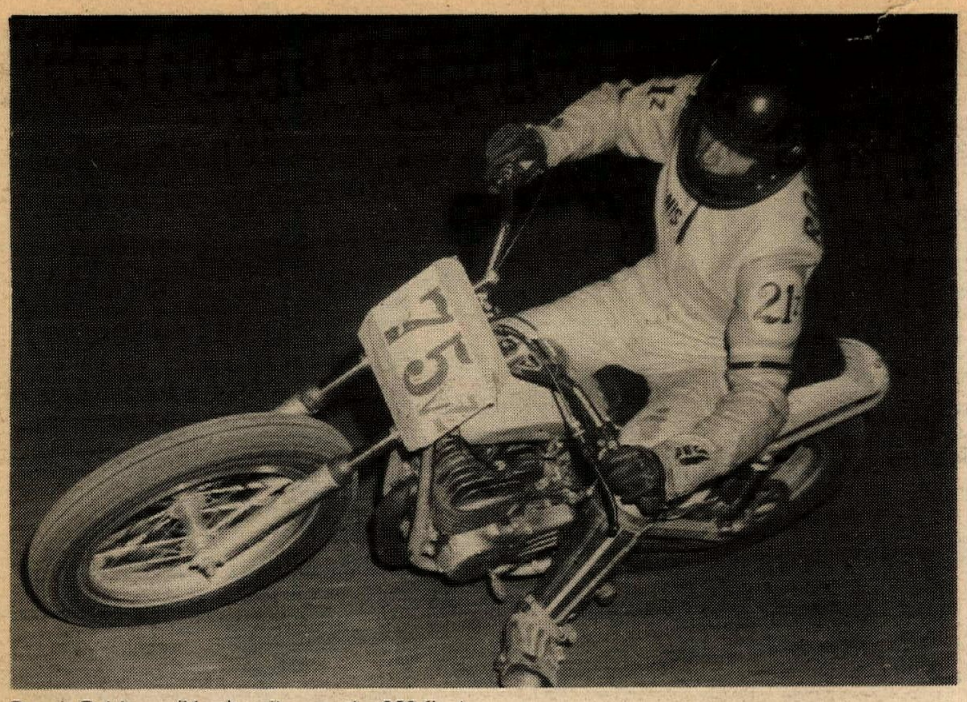

Dennis Robinson (Yam) easily won the 360 final.

Robinson, Drew win Vallejo Short Track

by James Brammer

VALLEJO, CAL., July 14 – Larry Drew (Oss) advanced his District 36 short track point lead by winning the 250 Expert final at Vallejo Speedway Saturday night while none of the other high men on the point table scored. Wade Boyd, who only recently made Expert, gave Drew a merry chase in the Main. He had won his qualifying heat with Drew finishing fourth. Boyd consistently has been winning or finishing second since being advanced to Expert.

Dennis Robinson (Yam), who has won more Vallejo races than any other rider, ran away with the 360 Main while Mike Richardson (Bul) and Ken Johnson (Yam) raced for second place. Manuel Datton, who is competitive in the white plate point racing, won the last trophy position in the 360 class with a fourth.

Gene McFarland's boy, Mal Maciel trophies with third in the 175 Novice final in a fine ride where he moved up for that position. More experienced riders John Narvaez and Fred Merttens finished one-two.

The Vallejo short track surface is well manicured and must be one of the fastest short tracks ever. Being fast and smooth leaves little time for passing. That brings up the point of who if anyone in the 360 class can beat Dennis Robinson off the starting line.

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CRC MX at Indian Dunes

by The Shadow

VALENCIA, CAL., July 15 – Outstanding was the only way to describe the turnout for the California Racing Club's Sunday motocross card on the Indian Dunes International Course. More than 350 riders were on hand to do battle in 12 races and 20 divisions, with 40 per cent trophies riding in each of the divisions based on the number of starters.

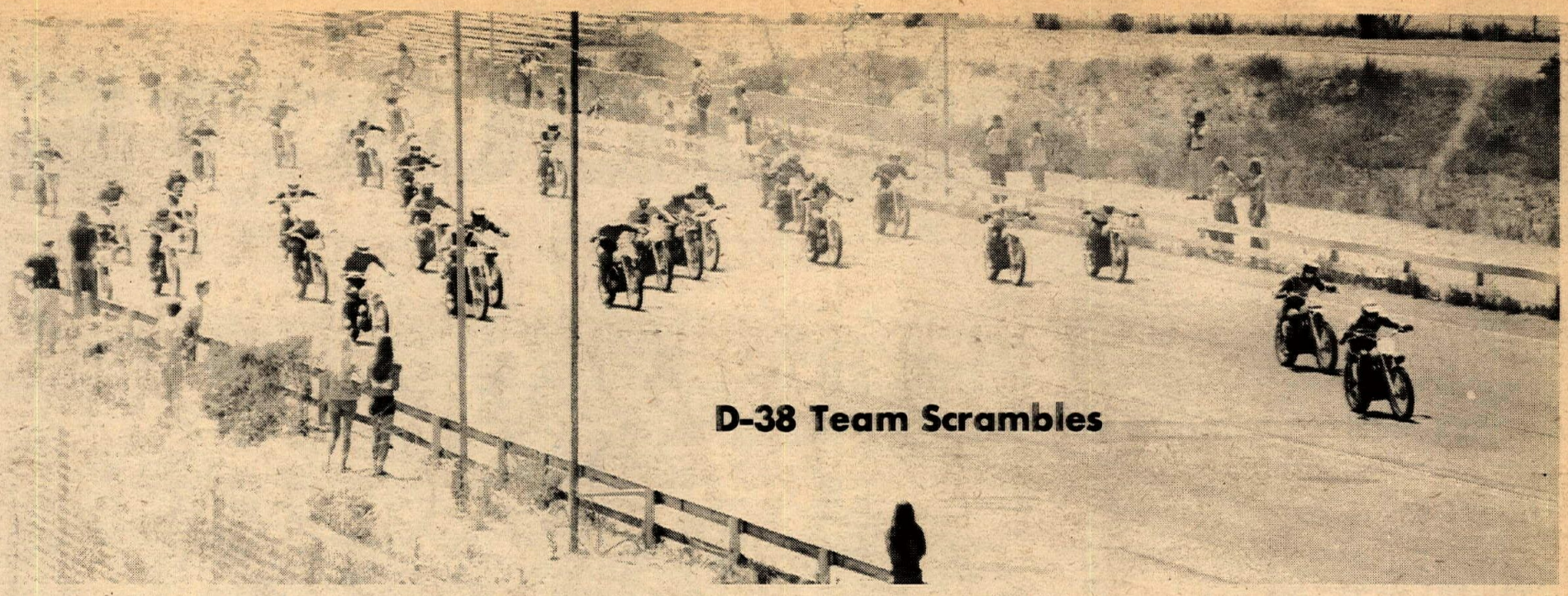
A great part of the large turnout were almost 50 riders from the Old Timers Club competing in the Novice, Amateur, Expert and Master classes.

I guess it was to be expected, but there were several spectacular falls, especially in race number six, which featured 30 competitors from the combined Open and 250 Novice classes.

We lost count of the number of bikes which piled up in the first and only "blind turn" hill on the International Course. After the first two bikes collided, the flagboy moved to the bottom of the hill, and began waving his caution flag. Unfortunately, riders, who could not actually see the wreck, just kept on zipping around the blind turn and into a growing pileup. Finally, the black flag was waved and the race ended. As it was half over, results were official.

Although no riders left the track via the ambulance, one spectator tried to view the competition from the tallest tree around – and promptly fell from the tallest tree around. As far as this writer knows, the spectator was the only one to be rushed to the hospital in the ambulance.

James Shaw (Bul) was first 250 Beginner in Division Two.



D-38 Team Scrambles

by Scotty Schafer
Photos by Marcia Holley

CARLSBAD, CAL., July 22 – Rolf Tibblin and Mickey Quade had their hands full at this fourth Annual D-38 Team Scrambles today, as Rob Norgaard and Mike Steffenson had their 400 CZ humming like a 125 road racer on the tough, unreconstructed but beautifully designed course.

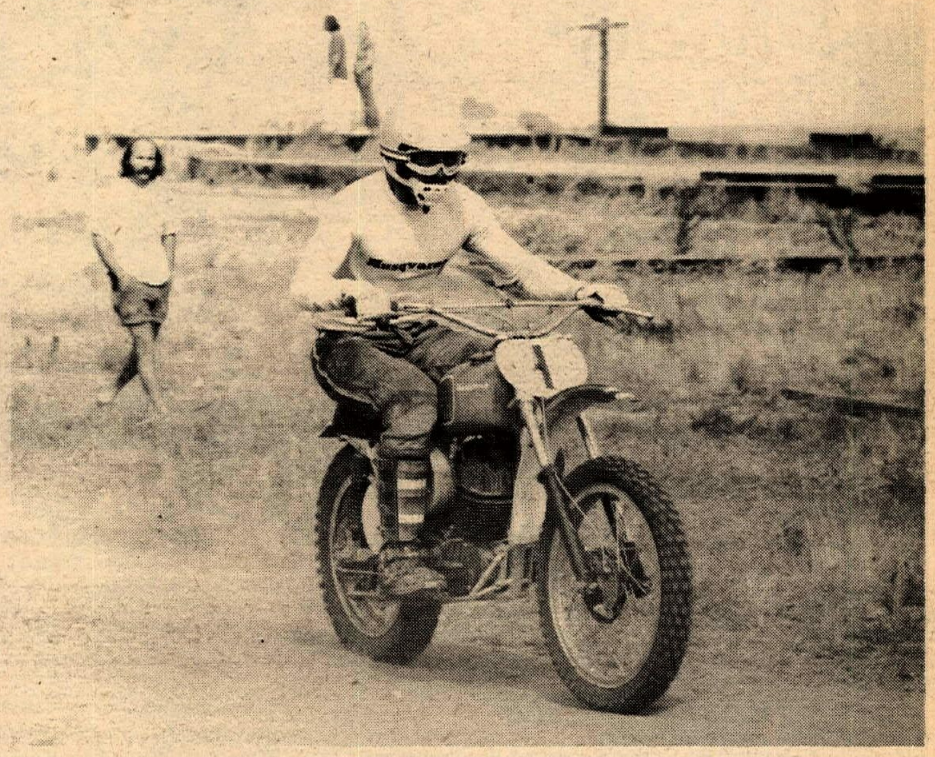
The "scrambles" course looked strangely like a Grand Prix layout, combining two motocross courses, two parts of the road race course, and few miles of fire road and up-the-downhill switchbacks to test rider concentration and machine prep. The "team" was one rider on one bike, two riders on one bike, or two riders on two bikes, depending on many unexplainable factors.

At three hours, the race was just long enough for the course to shake off pipes and fenders, crack frames (on the parade lap, yet!), and destroy rear spokes (at least three bikes were riding gyroscopes in place of rear wheels, including one rapid CZ rider who didn't seem to notice.)

The powder puffers ran with Experts in the morning, which was a wise plan as long as the Experts raced rather than showed-off. Marcia Holley went fast enough to poke a hole in the snow fence on the motorcross course, but slow enough to cause Rolf Tibblin to explain throttle techniques as he lapped her on the asphalt. Tibblin's school time here, wasn't enough to fend off the younger Steffenson and Norgaard, whose obvious ability is a bit ahead of their capacity to deal with it at this point. Like children in the adages of old, racers should be seen (preferably on the marked course, and not showing off when this is unsafe) and not heard unless they have something amusing or constructive to say. End Editorial.

The sponsoring Brush Barons MC has eight members, which accounts for the problems of the day. The dead engine start worked for the front row of Open bikes and for the sportsmen in the other rows. The single check (in a fenced in area where no-one could cut anyway) wasn't enough to discourage course cutting on the 7-mile loop. The pits were right on a top gear straight, which got progressively narrower as the pit crews moved out onto the track. This was particularly bad in the afternoon Novice run, as many of the riders "forgot" to look for oncoming racers before they re-entred the course. The B. B. Eight and what help they could muster did make some fast and smart decisions, like cutting out the roller coaster when fifty riders jammed it on the Parade lap.

The D-38 team of Robert Knight and Rick Bowlers were really putting 125 power to the gound in the Expert class, as were Pam Niles and Julie Ford in the Powder Puffers. Carolyn Keull got in too late for the Powder Puff race and her partner made a no-show, so she ran the whole afternoon session alone, up the torque-robbing ravine walls and over the unprepared ("natural" in FIM language) International Motocross course. Riders in the Novice class got to watch the progressive deterioration of a stock 175 Yamaha, when they weren't distracted by the foxy chicks accompanying the Cycle Path guys from El Cajon. The Brush Barons race handling was an improvement over last year's effort, particularly with 400 riders dotting the coastal hillside. There'll be more next year, if they call it a Grand Prix so the District 37 guys know what it is.



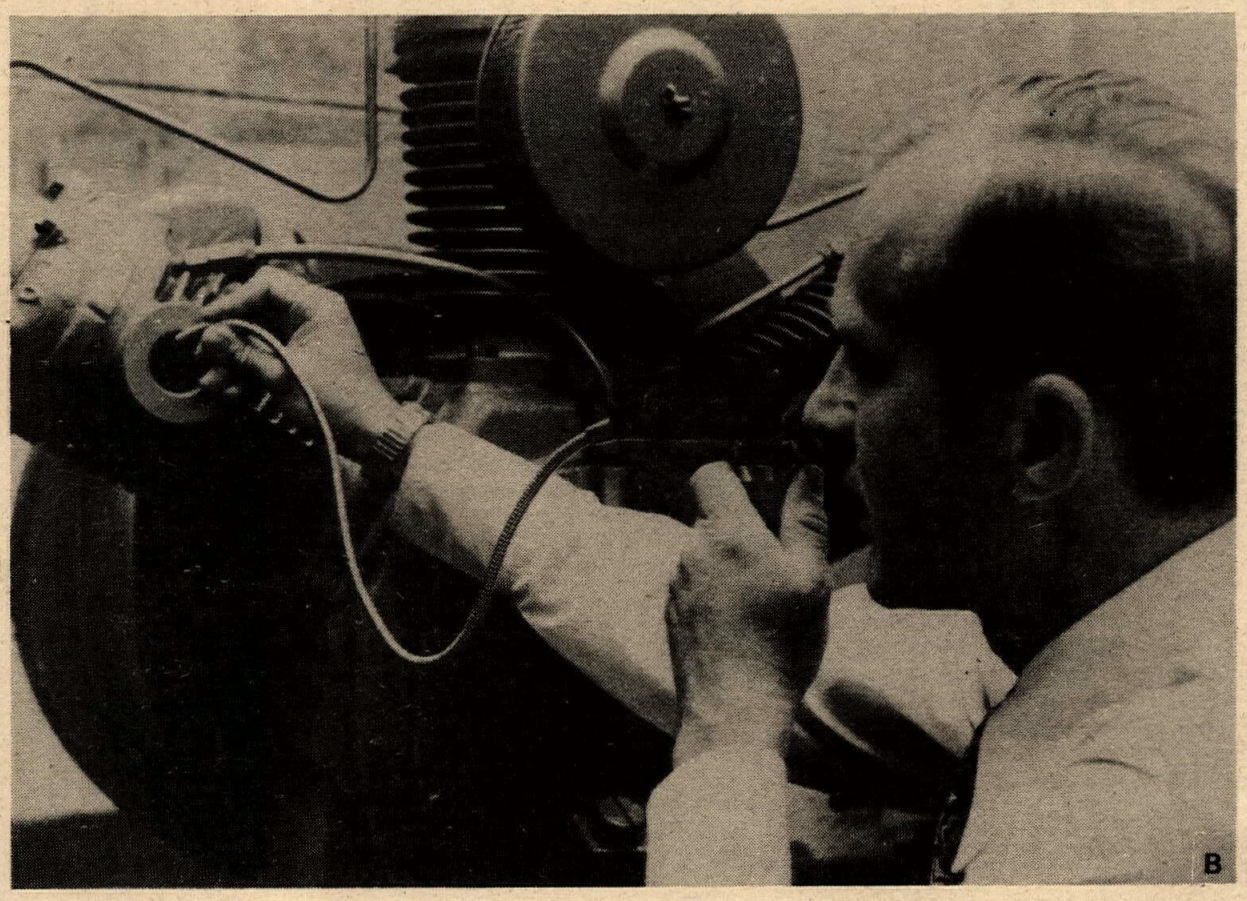
Rolf Tibblin (Hus) was the surprise non-winner, taking second behind the CZ of Rob Norgaard and Mike Steffenson.

This fellow led the Novices for awhile.

"Which way to Peoria?"

NEW PRODUCTS

More of the bizarre and unusual from the wild, kinky world of motorcycles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PREEVERTS

Motorcyclists are perverted. Well, at least they're a little different than other people (who are a little different than everyone else). Their values and interests in life are somewhat different than found in the mainstream of American life, as typified by, oh say, Ralphie Nader. (What's it all about, Ralphie?) If they were like everyone else they'd drive cars to work. Or go to the beach on weekends. Or spend all their time worrying about the future instead of their spark plug. Anyway, as a group they're deviants. Of course, within each group of deviants, there are deviants from the straight and narrow within that group. Like Evel Knievel. He isn't like you and me. He isn't like one of our editors, The Claw. One of the group of deviants from the motorcycle norm are the mechanics. They get involved in bikes but become addicted to the wrenching end of the sport. They rarely buy new bikes. They tend to prefer junkers or bizarre, off-beat bikes like Bartalis, Velocette's or Honda Dreams. This way they can spend all their time working on their machines. Some of these guys don't want to be associated with machinery that everyone considers to be junk, so they get jobs as racing mechanics. (The Claw is one such character. He got hooked up with the editor to tune the editor's racers. Only that didn't work either, because the editor turns his racers into junk every weekend.) You get the idea. Within the mechanical deviation there is one further sub-deviation: the Tool Freak. This aberration surpasses a general interest in working on motorcycles. It is even more specific. This perversion centers purely on tools, usually not using them, just owning and handling them. A few of the less serious cases will actually continue to work on motorcycles. Some try to make their behavior appear normal by owning and maintaining their own motorcycle. But Richard von Krafft-Ebing has recognized the problem and knows that these nuts can be dangerous. If you see these people, give them a wide berth! Recently, one method of recognizing them has come to our attention. It is this safety wiring tool distributed by Aragon Distributing, Dept. Bean, 323 West Maple, Monrovia, Calif. 94016. This tool attracts these characters because it cuts, grips, and twists the stainless steel safety wire that these poor sick people inevitably use. (Lord knows what they perceive the wire to be.) If you see someone possessing one of these things, flee.

KEEP IT CLEAN

Like spraying things on your bike? Try this. This stuff was developed for airplanes — to keep ice from forming. So at last you have something to keep ice from forming on your desert bike. Ice not a problem? Well, it will also keep mud from sticking to dirt bikes. Just hose it off, they say. Write the Vortex Co., Dept. MUD, 770 Welch Rd., Suite 154, Palo Alto, Calif. 94304. If you don't like spraying things on your bike, you could use it on your girlfriend. (E)

LET IT FLOW

Hot diggity! A chance to put Jerry Branch to shame. Your very own flow bench, completely equipped. Just plug it into the wall and — poof — instant horsepower. Or something like that. If you have ever wanted to do flow testing, it might be the way to spend $800. It measures cylinder head air flow in any size engine from a 50cc to a 600 CID auty-mobile. Send $800 (no stamps) to Superflow, Dept. Suck, Box 3033, Tulsa, Oklahoma 74101. (C)

LET IT DRAG

There might be a cheaper way to tune. Say only one percent as much. This accelerometer measures acceleration (or deceleration) to (they say) twelve thousandths of one G. Gee! Sticks on your gas tank with a big ole suction cup. You could also use it to tell what gearing you're running without counting the teeth. Interested drag racers, etc. should write General Axial Engine Co., Dept. Cheap, 38 Franklin Ave., Lockport, N.Y. 14094. $7.95. (D)

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After you get your bike real fast and it seizes, you can find out which cylinder did it with this gizmo. The Fiberscope is a steel sheathed fiber bundle that transmits an image from one end and light from the other. What that means is that you can see inside dark places like your cylinder, your sister's ear, or your father's drawers. Like this Harley (Ducati?) that the man is looking at. Just stick it in the spark plug hole. Think of all the fun that you can have for only $295. Info from American Optical, Fiber Optics division, Dept. Drawers, Southbridge, Massachewsets. (B)

THE BLUE DANUBE

Welcome to the spaced-out age! "2001" is the catchy title of a new snake oil. It is non-toxic and contains no hydrocarbons (nasty things!), so the EPA won't mind it. It removes rust, scales (see we told you it was a *snake* oil), and barnacles. Lord knows what you'd be doing with barnacles on your motorcycle, but it'll get them off. It is said to "effectively loosen frozen bearings", but the editor has a bearing on his crankshaft that we'll bet no one is going to loosen with oil. 2001 is also claimed to be good for chains, cutting, drilling, boring (boy, is it), cooling, and keeping your chain or cable dirt free. Maybe it will even stop a freaked out computer that's trying to kill you. If you are interested in oiling your snake, write GFS Sales Co., Dept. Hssssss, Box 4224, Houston, Texas (good place to ski) 77042. (F)

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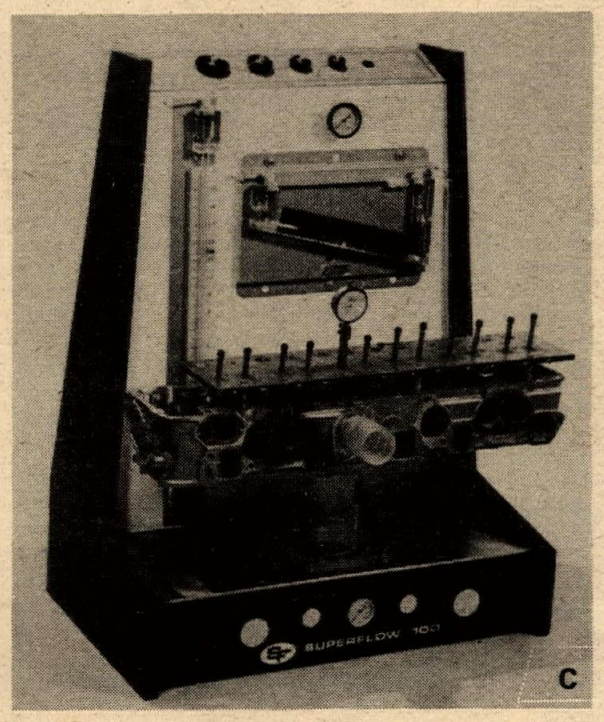
While you're oiling your snake, you might want to oil your air filter in which case you might choose to use K&N's Air Filter Oil. It is particularly suited to the K&N cloth type filter for some reason. Info: K&N Engineering, Box 1329, Riverside, Ca. 92501. (G)



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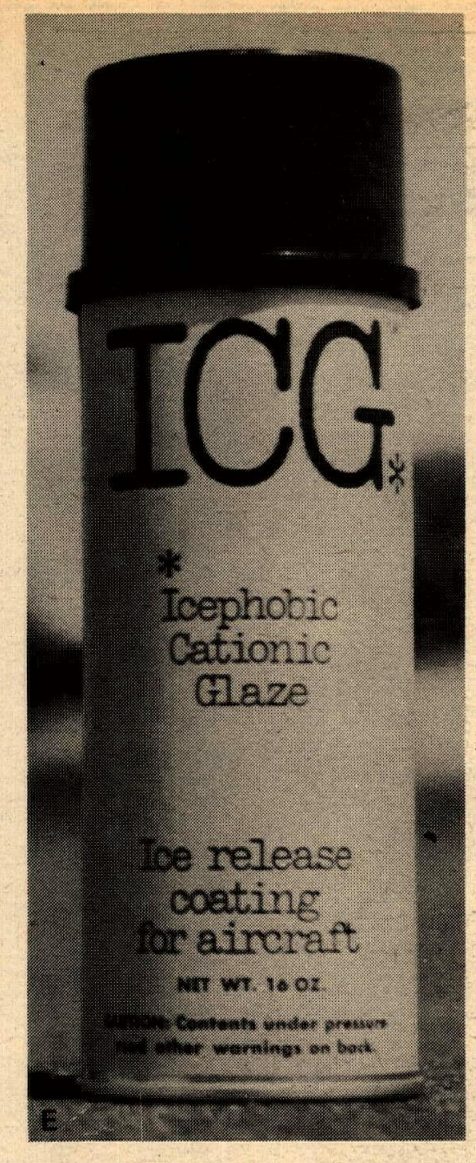

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The ISDT jacket. A navy-blue nylon windbreaker with four-color ISDT logo and triple racing stripes (IDS-6) at $10.95.

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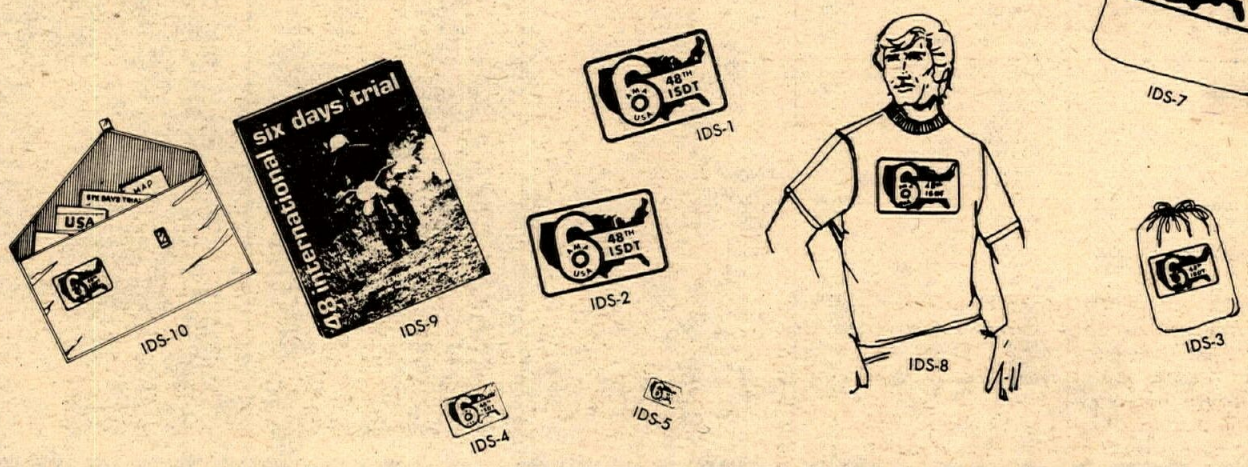

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Dee Granger	Bul
100 BEG	
Craig Cole	Pen
Tom White	Suz
Marty Bauer	Yam
100 NOV	
Tony Jordan	Yam
Angelo Barbera	Pen
Foster Chase	Suz
125 BEG	
Henry Wehr	Suz
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Cedric Chatterly	Hon
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Everett Awgle	DKW
Jim Hardesty	—
Jeff Tibbitts	DKW
125 EX	
Ken Zahrt	Bul
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Tom Lalvet	CZ
John Caper	Hon
250 EX	
Bill Payne	Mai
Ken Zahrt	Bul
Tracy Oswell	CZ
OPEN BEG	
Bill Shipley	Hus
Arthur Mora	Yam
Bruce Hoover	Mai
OLD TIMER	
Nate Westermeyer	—
OPEN NOV	
Tom Bently	Mai
Mike Dale	CZ
Richard Kelsey	CZ
OPEN EX	
Bill Payne	Mai
Tom Claire	CZ
Joe Root	Bul
125 INT	
Bill Cappel	Pen
250 INT	
Larry Theobald	Hon
Rich Leonard	CZ
Mike Green	CZ
OPEN	
John Wozniak	CZ
Al Cheever	CZ

MOTOCROSS
American Motocross
Carlsbad Raceway
Carlsbad, Calif.
July 15, 1973
by Scott Heidbrink

100 BEG	
Mike Dannelley	Yam
Tom Bruggeman	Kaw
Steve Babcock	Suz
100 NOV	
Doug Boyd	Yam
Kevin Coane	Hon
100 JR	
Jeff Bean	Yam
100 INT	
Mike Lasker	Pen
MINI BEG	
Jon Wesoloski	Hon
125 BEG	
Mike Apple	Hus
Brad Phoenix	Suz
Jeff Bott	Hod
125 JR	
Mike Beach	Yam
Mark Elder	Bul
125 INT	
Friedo Rodil	Suz
Bill Glore	DKW
125 EX	
Leonard Mellgren	Suz
250 EX	
Kevin Young	Hus
Ed Coulter	CZ
Ken Buirley	CZ
OPEN EX	
Jim West	Hus
Jeff Szueber	Yam
Chuck Rouse	CZ
250 BEG	
Angelo Hammond	Yam
Jack Hammonds	Yam
Don Doucher	Hon
250 NOV	
Doug Danials	Yam
Daryl Clark	Yam
John Potter	CZ
250 JR	
Bobby Morse	Yam
Jeff Jarvi	Hon
Jeff McLellan	CZ
250 INT	
Eric Watral	Yam
Kellie Cottrell	CZ
Brad Lord	CZ
OPEN BEG	
Chuck Baker	Yam
Keith McAuley	Suz
Dennis Beat	Suz
OPEN NOV	
Tom Brunn	Hus
Chris Dawson	Suz
R. McCotomick	BSA
OPEN JR	
Ernie Apodaca	Suz
Fred Nelson	Mai
James Beltnick	Yam
OPEN INT	
Craig Adams	Yam
Bob Cope	CZ
Erik Strommer	CZ
OPEN SR	
Gary Stokes	Mai

N.M.A. MOTOCROSS
Indian Dunes
Valencia, Calif.
July 13, 1973

PEE WEE NOV	
P. Harrell	
D. Coffman	
PEE WEE EX	
M. Koemans	
0-61cc STOCK	
NOV 9-11 YRS	
S. Lewis	
J. Armendariz	
0-81cc STOCK	
NOV 9-11 YRS	
R. Wageman	
B. Strong	
0-81cc STOCK	
NOV 9-11 YRS	
M. Whalen	
D. Rickey	
E. Torkko	
0-81cc STOCK	
EX 12 & OVER	
B. Jones	
0-61cc STOCK	
0-61cc STOCK	
NOV 12 & OVER	
S. Spence	
0-61cc STOCK	
EX 12 & OVER	
K. Sturgeon	
0-61cc MOD	
12 & OVER	
J. Holley	
0-81cc MOD	
NOV 12 & OVER	
B. Recchia	
J. Pennala	
M. Harnacker	
0-81cc MOD	
EX 12 & OVER	
J. Holley	

MOTOCROSS
De Anza Cycle Park
Sunnymead, Calif.
July 14, 1973

MINI BEG	
Lloyd Lawrence	Yam
Kyle Parham	Hon
Donnie Hullett	Hon
MINI JR	
Bob Schramm	Hon
100 BEG	
George Forte	Yam
Don Hullett	Hon
Dan Bartlett	Yam
125 BEG	
Ricky Overholtzer	Yam
Richard Owensby	Suz
Don Davis	Yam
Dave Curtis	Hod
Bill Bartlett	Hod
125 JR	
Doug McGowen	Suz
175 BEG	
Del Brummett	Pen
Phillip Poirier	Yam
Ralph Stevens	Yam
Dale Johnson	Yam
175 JR	
Dwayne Vanderby	Yam
250 BEG	
Gerald Lawrence	Kaw
Steve Owensby	Suz
Tom Jones	Yam
John Allison	Yam
Marilyn McGowen	Suz
250 JR	
Don Bazemore	Hon
John Lawson	Yam
Keith Patten	Yam
John Ward	CZ
OPEN BEG	
Burke Tollstrup	CZ
OPEN JR	
Thas Tollstrup	Mai

SCRAMBLES
Santa Maria Spdwy.
Santa Maria, Calif.
July 14, 1973
by S.L.O. Slyders

80	
Ricky Pearce	Gem
Billy Reese	Hon
100 NOV	
Ken Greene	Kaw
Richard Davis	Suz
125 NOV	
Paul Sorensen	Yam
Ned Van Norman	Suz
C. Galbraith	Mai
125 JR/EX	
Doug Garrison	Suz
Jeff Lessley	Yam
Jack Rea	Suz
250 NOV	
Greg Higgins	Bul
Greg Johnson	Bul
Bret Yager	Bul
250 JR	
Greg Gaddle	Suz
Tom Bass	Suz
Michael Lessley	Kaw
250 EX	
Ryan Gifford	Bul
Doug Garrison	Suz
500/OPEN NOV	
Allen Griswold	Yam
Al Davis	Hus
Dennis Law	Mai
L. Manderscheid	Bul
500 EX	
Ron Bass	Kaw
Wayne Farrell	Kaw
OPEN JR	
Orvis Stacy	Mai

N.M.A. MINIS
Saddleback Park
Irvine, Calif.
July 8, 1973

PEE WEES	
M. Koemans	
1-3 HP	
R. Eversole	
0-61cc MOD	
12 YRS & OVER	
K. Stephenson	
0-81cc MOD	
9-11 YRS	
F. Armenta	
S. MOran	
0-81cc MOD	
12 YRS & OVER	
R. Heckler	
0-61cc STOCK	
12 YRS & OVER	
G. Taylor	
0-81cc STOCK	
9-11 YRS NOV	
C. Fromme	
S. Moran	
T. Cooper	
0-81cc STOCK	
12 YRS & OVER	
K. Moran	

SHORT TRACK
White Plate
Sonoma-Marin Frgnds.
Petaluma, Calif.
July 13, 1973
by James Brammer

100 NOV	
Jace Carter	Hon
Cheryl Vestal	Yam
125 NOV	
Mike Miller	Bul
738G	Bul
Marlin Stewart	Yam
175 NOV	
Robert Brattin	Yam
200 NOV	
David Quigley	Bul
Kirk Helliwell	Suz
200 JR	
Ed Souza	Bul
Larry Morrison	Bul
Fred Poli	Bul
250 JR	
Tom Hauth	Bul
Ralph Cox	Kaw
Bill Norton	Yam
250 EX	
Lowell Moural	Bul
Wade Boyd	Bul
J. Guglielmetti	Yam
300 JR	
Ron Sarver	Bul
Mike Kasso	Bul
Rusty Miller	Hon
360 EX	
Dennis Robinson	Yam
Kent Johnson	Hon
Ron Davies	Bul

SCRAMBLES
Fremont Rcwy.
Fremont, Calif.
July 13, 1973
by Bill Spencer

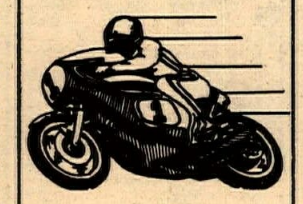
100 NOV	
Rod Spencer	Hod
Ronnie Stout	Yam
Dave Davis	Hod
100 JR	
Hank Souza	Suz
125 NOV	
Jeff Rose	Yam
Al Wood	Hod
Joe Orum	Yam
125 JR	
Mark Allen	Yam
Hugh O'Neill	Bul
125 EX	
Kevin Giffin	Yam
175 NOV	
Brad Madden	Bul
Mike Hagerty	Bul
200 NOV	
Rich Darnell	Bul
Larry Wilson	Bul
Bob Rayment	Bul
200 JR	
Tom Flaherty	Bul
250 NOV	
Ray Marshall	Bul
Bruce McGregor	Oss
Lynn George	Bul
250 JR	
Andy Whitaker	Bul
Ed Heeney	Bul
Danny Hogue	Suz
250 EX	
Ron Kole	Bul
Al Mendoza	Bul
Randy Gibbs	Yam
350 NOV	
Joe Gonslazes	Bul
Frank Borba	Kaw
Paul Meiderios	Bul
350 JR	
Phil Vitale	Hon
Pat Myer	Bul
500 NOV	
Larry Baker	Yam
Tony Littman	Yam
Frank Voshall	Yam
500 JR	
Danny Hogue	Suz
Eric Weissler	BSA
500 EX	
Ron Kole	Yam
John Proto	Yam
Dave Butts	Bul
650 NOV	
Mike Sturgeon	Mai
Al Rodriquez	Yam
650 JR	
Adam Sabedra	Tri
John Tavis, Jr.	Tri
650 EX	
Tom Tyrell	Tri
Scott Pearson	Tri
Dave Faria	Tri

SPEEDWAY
Ventura, Calif.
July 17, 1973
SCRATCH MAIN
Steve Bast
Dan Becker
Steve Nutter
Mike Bast
HANDICAP MAIN
Greg Comstock
Larry Shaw
Steve Bast
Jeff Sexton
Mike Bast
Scott Sivage
SCRATCH CONSOLATION
Ed Williams
Mike Konle
Jeff Sexton
Bill Cody
HANDICAP CONSOLATION
Steve Nutter
Dubb Ferrell
Larry Moon
Steve Gresham
Ed Williams
2ND DIV MAIN
Brian Scoot
Troy McKee
Mike Mesojednik

FT-HALF MILE
Corona Raceway
Corona, Calif.
July 18, 1973
FLAT TRACK
MINI BEG
Joe Breedlove Yam
David Jones Kaw
Gary Ontiveros Yam
MINI ADV
Pat Richmond Hon
Rick Heckler Hon
Mark Scroggins Hon
MINI OPEN
Jeff Wright Hon
Rick Heckler Hon
David Jones Hon
100 NOV
Pat Richmond Hon
John Stiesma Kaw
Jeff Wright Hon
100-125 AM/EX
Troy Fisher Kaw
Charles Summers Yam
Robert Murray —
125 NOV
Terry Statam Yam
Dee Toth Suz
Jon Kamery Yam
250 NOV
Bill Carpenter Yam
Jim Little Bul
Dale Morgan —

250 AM
Cory Ruppelt Yam
Dean Meger Bul
Jim Schnell Suz
250 EX
Jamey Blunt Oss
Hal Cheetwood Bul
Ed Steffen Yam
OPEN NOV
Bob Anderson Yam
Jim Smith Suz
OPEN AM/EX
Doug Mason Bul
Gary Davis BSA
Marshall Lamm H-D
HALF MILE
100-125 NOV
Jay Fisher Kaw
Terry Statum Yam
Tim Bowers Yam
100-125 AM/EX
Vince Mead Kaw
Robert Murray —
Troy Fisher Kaw
250 NOV
Eddie Beeson Yam
Tom Mitchell Yam
Jeff Kerr Oss
250 AM
Cory Ruppelt Yam
John Matherson Bul
Mark Matzinger Kaw

250 EX
Jamey Blunt Oss
Edward Ueckert Yam
Butch North Yam
OPEN NOV
Jim Creger Hon
Bob Anderson Yam
Norman Blake Yam
OPEN EX
Doug Mason Tri
Nick Voge Yam
Gary Coffman Yam

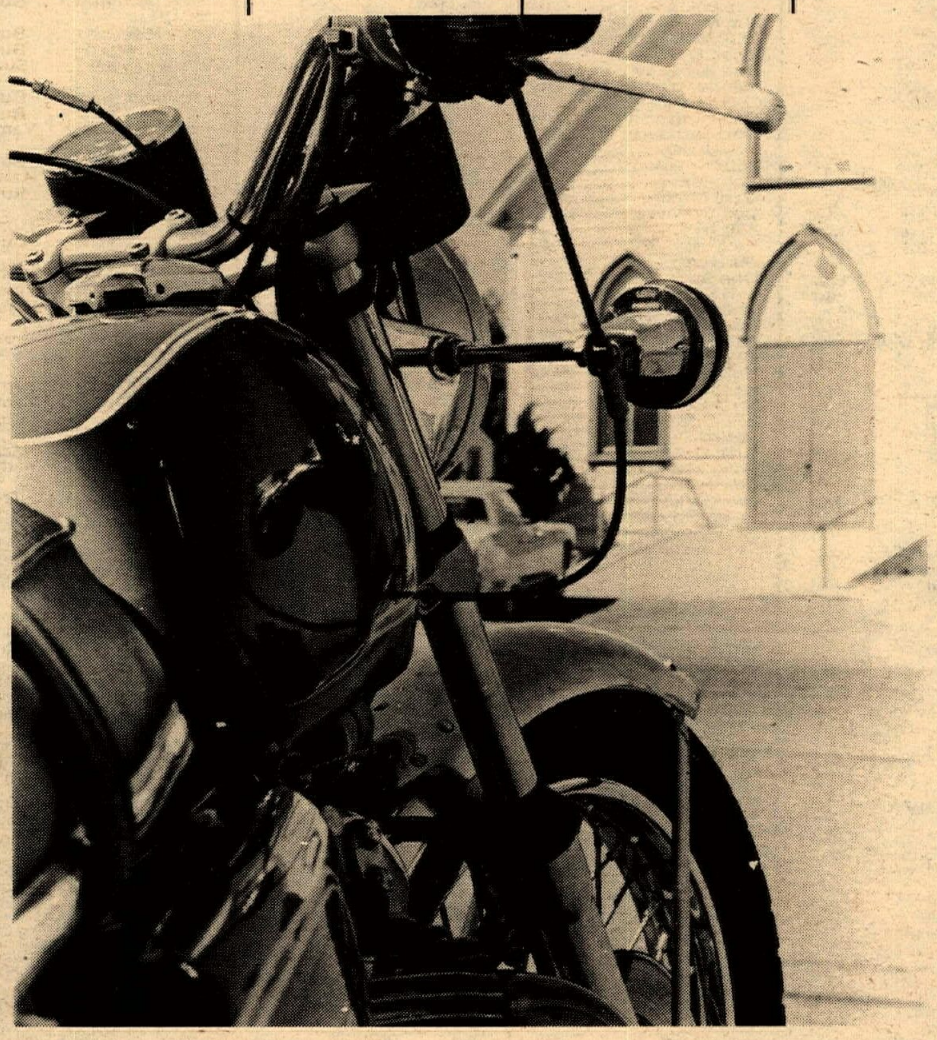


MOTOCROSS
AMC SOUTH
Carlsbad Rcwy.
Carlsbad, Calif.
July 21, 1973
100 BEG
Pat.Haworth Yam
Randy Neely Yam
Corky Moore Yam
125 BEG
Terry Turner Suz
Gary Small Pen
David Gerig Suz
125 NOV
Dan Hendricks Mnk
Scot Prante Suz
Kelly Vernell Bul
250 BEG
Mike Allen CZ
Brian Webster Oss
•Robert Cooper Mai
250 NOV
Greg White Bul
Richard Smith Bul
Garry Faulks Yam
250 INT
Robert McBroom —
250 EX
Bill Shonnard Hon
Richard Kastner Bul

125 EX
L. Meligren —
OPEN BEG
Tim Evans Yam
Bill Fuller Suz
Brian Blain Suz
OPEN JR
Ed Ford Mai
Ed Newcomb Hus
OPEN INT
Murray Rouse AJS
John Healy CZ
OPEN EX
Chuck Roose CZ
Bill Booth Kaw

NMA MINIS
Indian Dunes
Valencia, Calif.
June 29, 1973
PEE WEES
K. Henricksen-Ex
M. Giem-Nov
0-61cc (MOD)
(12 YRS & OVER) NOV
S. Hess
S. Randal
0-61cc (MOD)
(12 YRS & OVER) EX
K. Sturgeon

0-81cc (MOD)
(9-11 YRS)
M. Whiting
0-81cc (MOD)
(12 YRS & OVER)
J. Holley
0-81cc (MOD)
(12 YRS & OVER) NOV
J. Pennala
B. McConnell
OPEN 0-110cc
J. Holley
0-61cc (STOCK)
(9-11 YRS) NOV
Cary McCrystal
0-81cc (STOCK)
(9-11 YRS) NOV
R. Wageman
J. Onesto
J. Bornstein
M. Sagorsky
0-81cc (STOCK)
(12 YRS & OVER)
G. Summey
0-61cc (STOCK)
(12 YRS & OVER) NOV
C. Thomson
0-81cc (STOCK)
(12 YRS & OVER) NOV
C. Clark
J. Clark



The Norton's exhaust system has been toned down enough that you can ride it to church, but don't let the Slimey bike lube your wing-tips.

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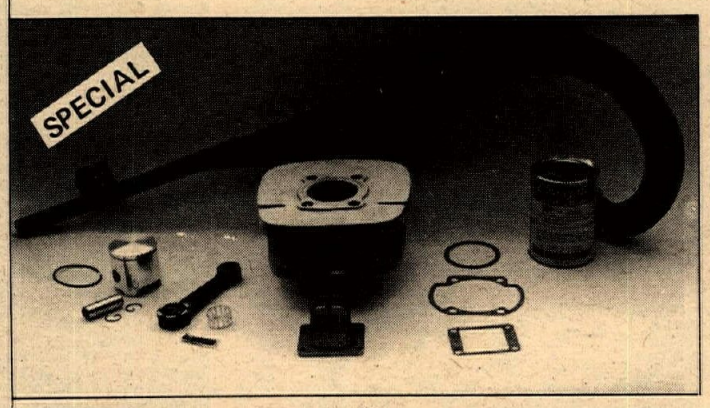

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FOR : GT 80, AT 125, CT 175

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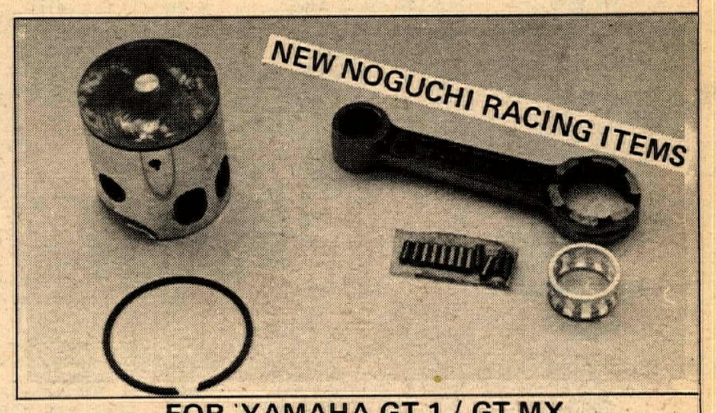

'NS 56' "THRIFT KIT" FOR YAMAHA AT 125

1	NS 56-1001-01	Chromed Alloy Cylinder	$ 80.00
1	NS 56-1003-01	Head Gasket	.66
1	NS 56-1004-01	Cylinder Gasket	.12
1	NS 56-1031-03	Piston w/pin and clips	16.00
1	NS 56-1032-03	Piston Ring	4.50
1	NS 56-1033-03	Connecting Rod	15.00
1	NS 56-1034-03	Big End Rod Bearing	11.00
1	NS 56-1086-10	Large Volume Reed Valve	14.70
1	NS 56-1088-10	Reed Valve Gasket	.16
1	NS 56-1253-12 or	High Pipe	60.00
1	NS 56-1254-12	Low Pipe	60.00
1 can	.....	BLENDZALL Racing Castor	2.50
1 kit	NS 56-KIT	SUGGESTED RETAIL	$199.95

FOR 'YAMAHA GT 1 / GT MX

1	NS 47-1031-03 S	Single Ring Lightweight Racing Piston	$12.00
1	NS 47-1032-03	Piston Ring	$ 5.00
1	NS 47-1033-03	Special Cast Slotted Polished Lightweight Connecting Rod	$12.50
1	NS 47-1034-03	Silver-caged Big End Rod Bearing	$ 8.00

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MOTOCROSS
Escape Country
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July 15, 1973
MINI BEG
Kevin Price Hon
MINI 1st DAY
Colin Foster Hon
MINI NOV
Paul Lewis Hon
SUPER MINI BEG
Vince Ragsdale Hon
SUPER MINI NOV
Joe Rivello Hon
SUPER MINI INT
Bob Quintin Hon
SUPER MINI EX
Jeff Hewitt Hon
100 1st DAY
Bret Matteson Yam
Trent Barnes Yam
100 BEG
Jim Stephan Hon
Tom Conrad Suz
100 NOV
Mike Freeman Hon
Steve Shilling Yam
125 NOV
Cliff Lett Yam
Tom Hutchinson Yam
Bo Kapsner Pen
125 1st DAY
Edmund Acosta Yam
Dennis O'Connell Suz
Steven Grayson Suz
125 BEG
Mike McGonigal Pen
Harry Buckly Suz
Michael Winfrey Hon
100 INT
Mark Freeman Yam
125 INT
Jim Dean Pen
125 EX
George Collins Pen
Steve Gannon Pen
175 NOV
Mike Brantly Suz
175 BEG
John Holsheimer Yam
POWDER PUFF
Kathy Brockman Suz
Lisa Howards Suz
250 1st DAY
Mark Musgrave CZ
Danny Cerrelli Yam
Mike Chase Yam
250 BEG
Tom Mayfield CZ
Geoff Green CZ
James Dray Hon
250 NOV
Pick Sanford CZ
Rodger Dufur Yam
Wayne Melanson Hon
250 INT
Jeff Jennings Hon
Jim Peterson Hon
250 EX
Jeff Eirstedt Yam
OPEN 1st DAY
Paul Lindemeyer Suz
Curt Horst Hus
OPEN BEG
Rick Colburn CZ
Chuck Hanson Suz
OPEN NOV
Ted Temmickeit CZ
Tim Griffin CZ
Greg Nieto CZ
OPEN INT
Charles Beck Mai
OPEN EX
Dave Bradley BS
Mark Nohr CZ

SHORT TRACK
Pioneer Arena
Oakdale, Calif.
July 14, 1973
by Bill Spencer
MINI A
Jon Haan Chi
MINI B
Jon Haan Tor
Dan Kirkeby Yam
Kelly Steeley Yam
MINI C
Blair Newell Ind
Pat Burrola Hon
Ray Harold Hon
MINI D
Dan Kirkeby Bon
MINI E
Steve Orozco Yam
MINI F
Ben Zakarian Cha
Doug Chandler Ind
MINI G
Randy Bereman Ste
100 NOV
Roger Rush Suz
Louie Orozco Yam
Ken Jackson Kaw
125 NOV
Mark Schmeck Pen
Jeff Cahoon Bul
Mitch Sundstrom Suz
125 JR
George Well Yam
Stephen Long Bul
Mitch Davidson Pen
125 EX
Craig Scroggins Bul
S. Hollingsworth Suz
175 NOV
Stan Slate Pen
Jim Palmer Bul
Billy Mason Oss
200 NOV
Bill Hawkins Yam
Danny Norman Bul
200 JR
Ernie Azevedo Bul
George Hathaway Suz
250 NOV
Geoff Lowe Suz
Robert Radzack Yam
Curt Brook Suz
250 EX
Ted Davidson Bul
Larry Dunnagan Yam
Duane Bowling Suz

MOTOCROSS
Perris Rcwy.
Perris, Calif.
July 14, 1973
by Carolyn Groves
MINI
Larry Penrod Hod
Mark Scroggins Hon
Jay Bales Yam
100 NOV
Darren Penrod Kaw
Ron Wood Kaw
Randy Lynch Kaw
100 NOV
Greg Scroggins Kaw
Randy Miller Kaw
Danny Davis Kaw
100/125 AM/EX
Wayne Whisenant Kaw
Marc Jones Yam
Danny E. Miller Kaw
125 NOV
Robert Michalik Kaw
Jim Young Suz
Eddie Shipley Suz
250 NOV
Greg Marolin Oss
Jim Forbes Hon
Robert Friend Yam
250 NOV
Steve Pergin Yam
Bill Carpenter Yam
John Wetzel Bul
250 NOV
Al Glover Yam
Stan Larson Yam
Michael Jones Hus
250 NOV
Tim Melancon Yam
Lyle Shroyer Yam
Jerry Elliosn Yam
250 NOV
Don Boon Kaw
Tom Moffitt Kaw
Dave Diablo Yam
250 AM/EX
Frank Schnetz Bul
Steve Robb Oss
Wiley Miller Kaw
NOV MOTO
Chuck Baker Yam
Keither McAuley Suz
Wayne O'Bleness Yam
NOV MOTO
Jim Carley Yam
Jim Hayes Yam
Norm Blake Yam
NOV MOTO
D. Stubblefield Yam
Carl Brown Yam
R. G. Stone Mai
AM/EX MOTO
Greg Kearney Mai
Mark Porter Yam
Ben Fakheldy Tri
AM/EX MOTO
Doug Mason Bul
Rex Hailey Yam
Don Frauenberger Bul

SPEEDWAY
Irwindale, Calif.
July 12, 1973
by Dennis Greene
FEATURE
MATCH RACE
Dave Galvin over
Ken Cartee
SCRATCH MAIN
Bill Cody
Larry Shaw
Ed Williams
Rick Woods
HANDICAP MAIN
Mike Curoso
Scott Sivadge
Rick Woods
Dubb Ferrell
Jeff Sexton
Bill Gray
SCRATCH CONSOL
Don Cullum
Sumner McKnight
Larry Moon
Steve Gresham
HANDICAP CONSOL
Bill Meister
Dan Becker
John Fishburn
Don Cullum
Ed Williams
2nd DIV MAIN
Phil Moon
Robin Nicolaides
Dave Garmong

R.A.C.E. MOTOCROSS
Corona Rcwy.
Corona, Calif.
July 12, 1973
by Dale Teubner
MINI
John Gless Hon
Harlan Kistler Hon
Scott Tipton Hon
Robert Mueller Hon
100 BEG
Steve Alley Hod
Mike Nicklaus Yam
Ed Kissell Yam
100 JR
Lee Caldwell Bul
Tom Burmeister Ric
Steve Bauer Hon
125 JR
Dave Sconyers Suz
Todd Breker Bul
Ken Doege Suz
125 BEG DIV I
David Christensen CZ
Mike Pinto Suz
Jim Stubblefield Yam
125 BEG DIV II
Ted VanDuin Suz
Dave Fry Hod
Rsuty Clarke Puc
Louie Clark CZ
250 BEG
John Novella CZ
Victor Zyss Hus
Wesley Bachman CZ
Gary Colbert Hon
250 JR DIV I
Barry Grotness Hon
Steve Foy Yam
Dave Peterson Pen
250 JR DIV II
Dan Roach CZ
Ross Thompson Yam
Rick Lee Yam
500 JR
Leon Baird Yam
Alan Thompson Yam
Brian Cross Yam
500 BEG
Brian Tolson Mai
Brad McCorkell CZ
Pat Hawley Yam

D-37 MOTOCROSS
Starters M.C.
Goleta, Calif.
July 15, 1973
by Dick Camp
MINI
Bob Tuliver Yam
Mark Lawrance Hon
Val Chliwnyj Yam
POWDER PUFF
Jenette Linden Bul
Diane Connolly Hod
Paulette Napoleone Suz
125 NOV
Tom McAllister Suz
Merrill Miller Pen
Ken McAllister Pen
125 EX
Danny Sanchez Mnk
Jim Connolly Bul
John Rice Mnk
125 AM
Butch Linden Bul
Mike Beanway Kaw
Mark Gambetta Bul
250 NOV DIV I
Don Lewis Jr. Hus
Vince Price Suz
Rick Forrer Bul
250 NOV DIV II
Larry Hoffman Bul
Roosevelt WillinghanSuz
Chris Henry Mon
250 AM
Dan Waller Bul
Robert Bernier CZ
Clinton Tarvin Yam
250 EX
Tony Rogers CZ
Mike David CZ
Gary Knieper Ric
OPEN NOV
Paul Napoleone Bul
Lyn Mattox Hus
David Naccarati Yam
OPEN AM
Red Buchan CZ
Don Kadlec Mai
Butch Stewart Bul
OPEN EX
Jeff Little Yam
Skip Kreps Bul
Fred Joehnek Bul
SIDEHACKS
500 & BELOW
Ridyard (P)) Yam
Planovsky (Pass)
Monohan (P) Yam
Vanorsdale (Pass)
Sanner (P) Mat
Sanner (Pass)
SIDEHACK OPEN
Haller (P) Tri/Wasp
Swenson (Pass)
Whitney (P) BSA
Jones (Pass)
Palfreyman (P)Tri/Wasp
Gardner (Pass)

N.M.A. MINIS
Indian Dunes
Valencia, Calif.
July 6, 1973
PEE WEE NOV
P. Harrell
L. Davenport
OPEN 1-3 HP
R. Eversole
G. Licon
0-61cc MOD
9-11 YRS
T. Lopez
M. Lopez
0-61cc MOD
12 YRS & OVER EX
J. Holley
J. C. Lopez
0-61cc MOD
12 YRS & OVER NOV
S. McDonald
0-81cc MOD
9-11 YRS EX
L. King
J. Hamilton
0-81cc MOD EX
12 YRS & OVER
R. Morrison
0-81cc MOD NOV
12 YRS & OVER
J. Pennala
D. Deleon
B. Recchia
OPEN 0-110cc
R. Morrison
0-61cc NOV
STOCK 9-11 YRS
R. Eversole
0-61cc NOV STOCK
12 YRS & OVER
J. Weller
0-81cc NOV
STOCK 9-11 YRS
R. Wageman
S. Anderson
J. Boykin
0-81cc STOCK
EX 9-11 YRS
M. Marshall
M. Lewis
0-81cc STOCK
NOV 9-11 YRS
D. Rickey
J. Verardo
M. Whalen
0-81cc STOCK
EX 12 YRS & OVER
L. Sloane
0-81cc STOCK
NOV 12 YRS & OVER
C. Clark
J. Lawson

TT SCRAMBLES
Jerome, Idaho
July 11, 1973
MINI
Gerald Steward Ste
Ricky Tegan Yam
Mark Otero Yam
100 NOV/EX
Russell Rost Hod
Larry Bolton Hod
125 NOV
Doug Suter Yam
John Howsden Hod
125 EX
Richard Capps Hod
250 NOV
Kevin Sherrill Yam
250 EX
Richard Capps Mon
OPEN NOV
Gradus Heeling Yam
OPEN EX
Gary Haskell CZ
Richard Capps Mon

CRC MOTOCROSS
Indian Dunes Park
Valencia, Calif.
July 15, 1973
by The Shadow
60 MINI
George Andrews Yam
David Baker Yam
Steven Jackson Yam
80 MINI
Kurt Sofka Jr. Yam
Russ Eide Ste
Ken DeBlasio Yam
POWDER PUFF
Juana Madrid Suz
Dolly Hays Yam
Gayle Dube Yam
OLD TIMERS NOV
Lou Massello Hus
Al Stevens CZ
Al Mattos Hus
OLD TIMERS AM
Bill Andrews Hus
Joe Phillips CZ
Warren Forteneau AJS
250 INT
Steve H. Roberts Hon
Calvin Weber CZ
Hal Strauss CZ
OPEN INT
Rick Duncan Hus
Cole Hastings Hus
125 SR
Val Tamietti DKW
John Rogers Pen
250 SR
Rick Kershaw Hon
Garen Phillips CZ
OPEN SR
Mike Todd Mai
Randy Schmitz CZ
Rick Valentine CZ
OLD TIMERS MAS
Bill Todd Mai
Jesse Goldberg Mai
Vidac Anderson Mai
OLD TIMERS EX
Ed Poore Bul
Don Withers Hus
R. Carpenter Hus
0-175 VET
Dave Turnquist Suz
Robert E. Sorrells Yam
Joe Pearson Yam
250 VET
Del Carroll Mai
Lou Mayers Mon
M. E. Smith Hus
OPEN VET
Bob Millner Yam
Sam Jones Yam
250 NOV
Phil Taylor Hon
John Herrin Yam
Steve Miller Hon
250 NOV UNDER 16
Chris Bartlett Hus
Dave Krikac Bul
Richard Martin Suz
OPEN NOV
Bill Andrews Hus
Mark Anderson CZ
Gary Davis Yam
175 BEG
Guy Miller Bul
Bill Kershner Puc
Gus Gonzalez Yam
OPEN BEG
Robert Turnage CZ
Ned Joy CZ
John Webb Gre
250 BEG DIV I
Tim Gunn CZ
Chris Burgeson CZ
Neil MacDonnell Suz
250 BEG DIV II
James Shaw Bul
Greg Eisner Hon
Tom Bigbee Bul
250 BEG UNDER 16
Ronnie Cardoza Hon
Martin Baker Hon
James Escamilla CZ
100 NOV
Mark Raiche Hon
Mike Carter Pen
100 NOV UNDER 16
Larry Wilkerson Hod
Kevin Dick Yam
Jim Goldberg Pen
125 NOV
Greg Oesch Suz
Tag Turner Suz
Rob Rollins Bul
125 NOV UNDER 16
Mark Hughes Yam
Dave Krikac Bul
Cary Bren Bul
100 BEG
Jon Hans Yam
Steve Smith Hod
Billy R. Dennis Yam
125 BEG
Greg Snarr Yam
Murray Miller Suz
Steve Landsberg Suz
100 BEG UNDER 16
Russ Eide Ste
Karl Allen Hod
Ralph Delius Yam
125 BEG UNDER 16
Robert Kershaw Suz
Armand Mora Bul
Pat Baadilla Suz

SPEEDWAY
Orange Cty Frgnds
Costa Mesa, Calif.
July 13, 1973
by Dennis Greene
FEATURE
MATCH RACE
Ed Williams over
Larry Shaw
SCRATCH MAIN
Larry Shaw
Jeff Sexton
Dan Becker
Ed Williams
HANDICAP MAIN
Greg Haserot
Jeff Sexton
Scott Sivadge
Bill Gray
Dan Becker
Sumner McKnight
HANDICAP CONSOL
Mark Cherry
Ed Williams
Larry Moon
Larry Shaw
Don Cullum
2nd DIV MAIN
Bruce Penhal
Phil Moon
Mark Walker

NCCRA MX
Cal. Moto-Sport Club
Redwood Acres, Calif.
July 15, 1973
MINI
9 & UNDER
Kenny Nichols Yam
Kelly Nichols Yam
Brian Duran Hon
10 YRS & OLDER
Matt Duran Hon
Bret Schuler Yam
Robert Schonrock Hon
MINI 100
Randy Mendes Hod
David Creech Hon
Danny Villopoto Hod
100 JR/INT
Darrell Trask Kaw
John Gambill Hon
Don Swanson Hon
125 JR DIV I
Skip Creech Pen
Ken Franklin Hus
Jack Whisenhunt Suz
125 JR DIV II
Mike Parent Suz
Mike Finley Bul
James McConnell Hon
125 INT
John Maas Suz
125 EX
Jim Moffat DKW
250 JR DIV I
Brian Davenport CZ
Bob Ridgway CZ
Wayne Oster Hon
250 JR DIV II
Gary Robertson Yam
Ron Surbaugh CZ
Jim Higlen Yam
250 JR DIV III
Bob Bell Hon
Gary Miller Hon
Dennis Whitaker Hon
250 INT
Rick Woodson CZ
Jeff Geist Hon
Don Swanson CZ
250 EX
Jim Moffat CZ
Lonnie Foster CZ
251-OVER JR
DIV I
Jim Ellis Suz
Kenneth Hill Mai
John Loper CZ
251-OPEN JR
DIV II
Greg Dahl Mai
Long Manning CZ
Ben Jain BSA
251-OVER INT
Edgar Frisbee Hus
Gary Emerson CZ
Darrell Bailey Yam

MOTOCROSS
Carlsbad Rcwy.
Carlsbad, Calif.
July 14, 1973
100 BEG
Rod Guinto Suz
Pat Haworth Yam
Ron Whitlow Hod
125 BEG
D. Hendricks Mon
Terry Turner Suz
David Gerig Suz
125 NOV
Scot Prante —
250 BEG
Tim Huber CZ
Brian Webeter Oss
Mike Allen CZ
250 NOV
Garry Faulks Yam
Ricahrd Smith Bul
Greg White Bul
250 JR
Graig Breihan CZ
250 INT
Tom Pearl CZ
OPEN BEG
Terry Kane Suz
Beezy Pizazz CZ
Larry Eddington Suz
OPEN NOV
Don Cale Suz
OPEN JR
Bobby Morse Mai
OPEN INT
Tom Cale —
Murray Rouse AJS
John Healy CZ
OPEN EX
Chuck Rousse CZ
Bryan Porter Hus
Gary Harris Hus

CRC HARE SCRAMBLES
Kramer Junction, Calif.
July 8, 1973
by The Shadow
OPEN NOV
Jim Sturgis
Tom Bush
Tom Martin
250 NOV
Ray Ruppel
Phil Hendricks
Tom Haskins
175 NOV
David Blanchard
Gary Shaw
Darryl Zachary
125 NOV
Patrick Jones
Lach Stewart
OPEN BEG
John Esser
Joe Goodhand
250 BEG
John Wilkes
Henry Kingi
Bob Oxley
175 BEG
David Miles
Mike Rangel
Bruce Scher
125 BEG
Ray Roberts
David Stahl
Guy Campbell
100 BEG
Craig Munhall
OPEN VET
LaVern Garton
Bob Sullivan
Philip Judd Jr.
250 VEG
Leo Kannon
John Klug
Norb Winkler
POWDER PUFF
Kathy Campbell

N.M.A. MOTOCROSS
Costa Mesa, Calif.
July 14-15, 1973
PEE WEES
(Up thru 7)
EX
M. Mulligan
M. Koemans
NOV
L. Stephenson
E. B. Tribble
NOV
E. Jan Rasmussen
C. Boyd
0-61cc STOCK
Up to 10
R. Eversole
M. Mulligan
0-61cc STOCK
Up to 10
P. Denis
T. Hazzard
0-61cc STOCK
11 & OVER
K. STurgeon
G. Taylor
0-81cc STOCK
(Beg. 3 races
or less)
Up to 10
R. Lopez
R. Hawk
0-81cc STOCK
Up to 10
S. Moran
K. Stephenson
0-81cc STOCK
Up to 10
J. Hamilton
C. Fromme
0-81cc STOCK
11 & OVER
T. Cattermole
R. Weller
0-81cc STCOK
EX 11 & OVER
D. Van Tassel
K. Moran
0-81cc STOCK
11 & OVER
B. Duoit
M. Marshall
0-81cc STCOK
11 & Over
(Beg. 3 or
less races)
R. Elg
J. Phinney
0-81cc STCOK
11 & OVER
L. O'Neal
P. Richmond
0-81cc STCOK
11 & OVER
J. Bornstein
0-81cc STOCK
11 & OVER
W. Simons
B. Tocco
L. Sloane
E. SanRoman
0-61cc MOD
Up to 10Yrs
(Beg. 3 or less
races)
S. MIchaels
S. Harris
0-61cc MOD
UP to 10 YRS
J. C. Lopez
J. Filice
0-61cc MOD
UP to 10 YRS
G. Licon
D. Karrel
0-61cc MOD
11 & OVER
F. Tarantino
K. Moran
0-61cc MOD
11 & OVER
T. Lopez
B. Monteleone
0-61cc MOD
11 & OVER
J. Lesniewski
J. Tarantino
0-81cc MOD
UP to 10 YRS
S. Andersen
J. Filice
0-81cc MOD
UP to 10 YRS
J. Hamilton
J. C. Lopez
0-81cc MOD
UP to 10 YRS
B. McGregor
T. Williams
0-81cc MOD
11 & OVER
R. Hoffman
J. Lesniewski
0-81cc MOD
11 & OVER
R. Heckler
M. Fruzen
0-81cc MOD
11 & OVER
R. Simmons
M. Marshall
0-81cc MOD
11 & OVER
J. Bornstien
G. Kidd
0-81cc MOD
11 & OVER
D. Van Tassel
B. Dutoit
0-81cc MOD
11 & OVER
T. Peterson
R. Morrison
0-81cc MOD
11 & OVER
W. Simons
K. Moran
0-81cc MOD
BEG 11 & OVER
C. Corum, Jr.
D. Roberts
0-81cc MOD.
11 & OVER
B. Reyes
L. O'Neal
0-110cc
11 & OVER
R. Payen
M. Miller
0-110cc
UP to 10 YRS
L. King
J. Pinder
0-110cc
11 & OVER
L. Moorewood
R. MOrrison
0-110cc
11 & OVER
G. Woods
B. Tocco
OVERALL TOP
POINT
STANDINGS
CCHAMP EX
PEE WEE
M. Mulligan
CHAM NOV
PEE WEE
L. Stephenson
0-61cc STOCK
CHAMP
UP to 10 YRS
M. Mulligan
0-81cc STOCK
CHAMP
UP to 10 YRS
C. Fromme
0-81cc STOCK
CHAMP
11 & OVER
D. Van Tassel
0-61cc MOD
CHAMP
11 & OVER
B. Metaleone
0-81cc MOD
CHAMP
UP to 10 YRS
J. Hamilton
0-81cc MOD
CHAMP
UP to 10 YRS
L. J. C. Lopez
0-110cc OPEN
CHAMP
G. Woods
0-81cc MOD
11 & OVER
CHAMP
R. Simmons

TT SCRAMBLES
Corona Raceway
Corona, Calif.
July 10, 1973
MINI A BEG
David Jenkins Hon
Tim Sweem Hon
Randy Flores Hon
MINI B BEG
Evan Evans —
Scott McCarty Hon
Nino Villapando —
MINI C INT
Joe Tucci Hon
Melani Evans Hon
Rick Heckler Hon
MINI D ADVAN
Ricky Hoffman Hon
David Oller Hon
Pat Richmond Hon
100 NOV
Jim Beck Kaw
Jack Holman Yam
Glen Ross Kaw
100 NOV
Roger Dehne Kaw
Eddie Drake Kaw
Mark Baldwin Kaw
100 AM/EX
Tim McWhorter Kaw
Greg Scroggins Kaw
Robert Murray Kaw
125 NOV
Steve Baldwin Yam
Steve Polcyn Yam
Robert Goodwin Gem
125 AM/EX
Ricky Naymola Yam
Mike Tidwell Yam
Charles Summers Yam
250 NOV
Chuck Petty Bul
Jim Thorp Bul
Tom Johnson Mon
250 NOV
Mike Tidwell Yam
John Newquist Mon
Tom Mitchell Yam
250 AM/EX
Gary Joula Yam
Dan McWhorter Mon
John Callichio Bul
OPEN NOV/AM/EX
Rick Milner Kaw
John Callichio Bul
Rick Draudt Bul
SPECIAL COMB
John Newquist Mon
Dewey Seaver Bul
Eddie Drake Kaw

TT SCRAMBLES
De Anza Park
July 15, 1973
by Elaine Jones
PEE WEE
Richard Jones Hon
Pat Burroughs Hon
0-70cc
Randy Bennett Gem
Mike Kloek Hon
Richard Jones Hon
MINICYCLES
Powder Puff
Michele Williams Hon
Kelly Maine Hon
Pam Bennett Yam
STOCK BEG
Tory Gallagher Ind
Kenny Conover Ind
STOCK INT
Mike Shea Hon
Al. St. George Hon
David Jones Kaw
STOCK ADV
Ric Emmal Hon
Kyle Parkham Hon
Robert Bridges Hon
0-65cc
Ricky Smittle Yam
Randy Bennett Yam
0-70cc
Larry Ezell Hon
Fred Conover Ind
Mark Williams Hon
66-75cc
Dana Warne Hon
Richard Shoyer Ind
Joe McManus Suz
80-90cc
Rich Shoyer Ind
Fred Conover Kaw
Dana Warne Hon
MOTORCYCLES
POWDER PUFF
Kym Maine Hon
Ginger Hullett Yam
V. St. George Yam
100cc
Lyle Shoyer Kaw
Jim Olson Yam
Randy Jensen Yam
125cc DIV I
Marc Jones Yam
Lyle Shoyer Kaw
Randy Reynolds Suz
125cc DIV II
Randy Reynolds Suz
Chuck Dew Suz
Rick Overholtzer Yam

PMA MOTOCROSS
Bay Mare Rcwy
Somis, Calif.
July 8, 1973

MINI 0-60cc	
Kent Bernstein	Suz
Brian Tubbert	Yam
Pete Hames	Yam
MINI 61-80cc	
Jerry Little	Hon
David Ewing	Hon
Jim Cote	Hon
POWDER PUFF	
Dee Granger	Bul
Karen Traw	Bul
Suzi Hallmark	Suz
100 BEG	
Bruce Berger	Hod
Dan Devine	Yam
Khris Baxter	Yam
100 NOV	
Jim Davis	Yam
Jeff Tibbets	Yam
Kevin Berger	Yam
125 BEG	
Murray Lantz	KTM
Jerry Fasold	Yam
Avgie Mares	Hod
Greg Snarr	Yam
Thad Friday	Pen
Chris McIntyre	Suz
125 NOV DIV A	
John Scott	Suz
Ken McAllister	Pen
John Allum	Pen
Ed Boggs	Pen
Greg Oesch	Suz
125 NOV DIV B	
Jim Hardesty	Suz
Bill Packard	Suz
Jim Tassano	Bul
Rod Scott	Suz
Bryan Slagle	KTM
Earl Esson	Car
250 BEG	
Bill Fisher	CZ
Jim Shaw	Bul
Jeff Swain	CZ
Mike McAllister.	Hus
Tim Guwn	CZ
Andy Collins	CZ
Bill Murdock	Yam
Bob Head	Yam

NMA MINIS
Indian Dunes
Valencia, Calif.
June 22, 1973

PEE WEES	
M. Koemans	Ex
J. Stuart	Nov
1-3 HP-OPEN	
G. Lincon	
0-61cc (MOD)	
(9-11 YRS)	
M. Lopez	
0-61cc (MOD)	
(12 YRS & OVER)	
G. Taylor	
Casey McCrystal	
0-81cc (MOD)	
(9-11 YRS)	
M. Mercier	
0-81cc (MOD)	
(9-11 YRS)	
T. Hopkins	
M. Lewis	
0-81cc (MOD)	
(12 YRS & OVER)	
B. Recchia	
R. Eide	
J. Pennela	
0-81cc (MOD)	
(12 YRS & OVER)	
W. Simons	
R. Morrison	
OPEN-0-110cc	
Bill Franks	
B. Kline	
0-61cc (STOCK)	
(6-8 YRS)	
R. Eversole	
0-61cc (STOCK)	
(9-11 YRS)	
K. Sturgeon	
0-61cc (STOCK)	
(9-11 YRS)	
G. Licon	
Rex Smith Jr.	
0-81cc (STOCK)	
(9-11 YRS)	
J. Boykin	
T. Cattermole	
0-81cc (STOCK)	
(9-11 YRS)	
R. Wageman	
T. Lopez	
0-81cc (STOCK)	
(9-11 YRS)	
M. Lewis	
0-81cc (STOCK)	
(12 YRS & OVER)	
G. Taylor	
J. Clark	
0-81cc (STOCK)	
(12 YRS & OVER)	
S. Spence	
0-81cc (STOCK)	
(12 YRS & OVER)	
G. Summey	
L. Sloane	
E. Coffin	

SPEEDWAY
Bakersfield, Calif.
July 11, 1973
by Dennis Greene

SHOWDOWN	
MATCH RACE	
Mike Curoso over Steve Gresham	
2nd DIV MAIN	
Rick Newby	
Dean York	
Bobie Ross	
SCRATCH MAIN	
Larry Shaw	
Jeff Sexton	
Bill Cody	
Dubb Ferrell	
HANDICAP MAIN	
Dubb Ferrell	
Greg Comstock	
Les Chanky	
Scott Sivadge	
Jim Gresham	
Larry Moon	
SCRATCH CONSOL	
Mark Cherry	
Larry Moon	
Bill Gray	
Mike Curoso	
HANDICAP MAIN	
Ken Cartee	
Mark Cherry	
Troy McKee	
Jeff Sexton	
Tim Bradley	
Bill Gray	

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Arnaco 2ND™ (Tuned) Suspension provides added *traction* – actually producing a substantial increase in horsepower put on the ground, as proven in exhaustive dynamometer testing. That same unique *action* also benefits in safer braking for fast, sure stops with discs or drums. It's the reason more riders are replacing their 'shocks' with true *suspensions*, designed and engineered as a total package, not just a spring damper alone. American aerospace technology analyzed the needs for truly tuneable 'cycle suspensions, then set about making them a reality.

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In leading off the section on rear suspensions, author Barry Watkins wrote for Cycle World's *Dirt Bike Accessories:* "The best shocks in the world are the ones that keep the rear tire on the ground the most and provide a smooth ride, which means they have good damping and good spring rates. They should also be light weight because the shock absorber is considered unsprung weight. The quality of being rebuildable will save you a lot of dollars in the long run. The better shocks on the market don't leak and they have heavy duty rods that don't bend. It is absolutely a must that the springs be adjustable so that you can tune your suspension for your needs. The type of shocks you choose should have a wide assortment of available springs." *Right On, Barry !* Our units are the *absolute* lightest for their size available, they have the stoutest (9/16" dia.) actuating shaft, multi-lip seal to prevent fluid loss, up to 14 spring pre-load settings, five spring rates in several lengths, are completely *and inexpensively* rebuildable in minutes, and as we said above – they *do* keep that tire on the ground the *most !*

There's more, too, Barry. The smooth ride you spoke of is there, quickly set by the rider to any one of seven positions using a coin or screwdriver in *mere seconds.* Heat dissipation is another positive factor, especially for the off-road racer who can't afford deterioration in damping in long, rough events. We do that with an aluminum die-cast body, finned for additional surface area... Tell ya what, Barry, why not get *all* the details by sending 25¢ for our big color brochure D100. OK?

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THE BADGERS are hosting their trophy presentation at the Los Angeles Police Academy gymnasium on Friday, July 27, 1973. Refreshments and movies of the event at 7:00 PM. All entrants are invited. The Academy is located just north of Dodger Stadium in Elysian Park.

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RESULTS

TT SCRAMBLES
Dehesa Spdway
Hi-Boots M.C.
July 8, 1973
YOUNG MEN
Tom Glover
Wes Hardesty
Jimmy Roberts
100 NOV
Steve Schilling Yam
Tom Volk Kaw
Mark Little Suz
125 NOV
Curt Hoefling Yam
Mark Martensen Yam
John Anderson Yam
SIDE HACKS
Bob Horneff
Carrie Horneff
Larry Williams
Antone De Mello
Roy Cannon
Billy Dixon
Barry Hendershott
Jeff Ahrens
125 AM
Brandon Karl Yam
Tim Melancon Yam
Al Glover Yam
125 EX
Eddy Pendleton Yam
Jim Allison Yam
Bobby Huffman Yam
250 NOV
Mike Stahl Oss
Curt Hoefling Yam
A.J. Spence Kaw
250 AM/EX
John Apple Bul
Tom Stahl Oss
Tim Melancon Yam
500 OPEN NOV
Frank Bollinger Mon
Mike Digenan BSA
Rick Anders BSA
500 OPEN EX
Bill McElyea Yam
Mike Stephensen CZ
Pat Guthrie Yam

SEMI-SCRAMBLES
Triple M Rcwy.
July 14, 1973
by H. Pelliccione
100 NOV
Ed Ridenour Hod
Dallas Davis Yam
Mark Bender Bul
125 NOV
Ken Williams Bul
Steve Wilson Pen
Cary Wilson Pen
200 NOV
Kim Proctor Pen
Preston Persky Bul
Darrol Brown Hon
250 NOV
Tony Evans Hon
Neil Cagle Yam
Bryan Stafford Yam
OPEN NOV
Gary Cooper Kaw
Lynn Davis Yam
Scott Marran Yam
125 AM
Renny Burns Suz
Hans Gabski Bul
Terry Atkinson Suz
250 AM
Renny Bruns Suz
Stephen Metcalf Bul
R. Herring Kaw
125 EX
Jerry Willis Pen
Gary Davis Bul
Bob Morris Yam
250 EX
Bob Hermesky Yam
Kim Jorgensen Suz
John Green Hon
OPEN AM
Brian Davis Yam
Emory Gray H-D
Pat Griffin Tri
OPEN EX
John Green Tri
Kim Jorgenson Suz
Gary Davis BSA

WHITE PLATES
Top Twenty
As of July 1, 1973
by James Bramer
Larry Drew 54
Jerry Kole 53
Terry Otten 48
Butch Davidson 47
Lowell Moural 43
John Gugliemetti 34
George Kalamaras 34
Dorian Jewett 34
Dana Perri 31
Steve Eklund 30
Wayne Matheney 29
Chuck Kole 29
Rick Hocking 29
Manuel Crummett 28
Ron Kole 28
Jim Coates 25
Mark Smith 25
Dennis Robinson 25
Phil Carando 22
Manuel Datan 21

SAND HILL MX
Livermore, Calif.
July 15, 1973
by Steve Castillo
MINI
Danny Chadler Bir
Neal Snarr Hon
Mark Olund Yam
OLD TIMERS
Jack Lewis Bul
Howard Sutton Mai
Duane Pepper Suz
100 JR
Gary Levering Yam
Mitch Lenz Mai
King Peters Suz
125 JR DIV I
Bret Sargent Hus
Kevin Rockwell Suz
Gary Orr Suz
125 JR DIV II
Bill Lurano Suz
Matt Stuart Suz
Dan Stonoch Suz
125 JR DIV III
Mike Marshall Suz
Kevin Newins Suz
Dan Geery Suz
250 JR DIV I
Cliff Miller Yam
Forrest Galt Hon
C. Longmire Yam
250 JR DIV II
Jon Morgan Pen
Scott Hickson CZ
Brad Rublin Hon
OPEN JR
Chuck Weems Mai
B. Marchbank BSA
Ray Parker Mai
125 INT
Pat Paya Suz
Scott Raymes Suz
Randy Nielsen Pen
125 SR
Ron Huffman Mnk
250 INT
Mike Urban Yam
Duane Joice Yam
Mark Pfister Mai
250 SR
L. Macchiarella Mon
Jim Turner Mon
Mike Middleton Mai
OPEN INT
Pete Bierwith Yam
Dan Lempoert Hus
Rick Sutton Hus
OPEN SR
John Dieu Yam
Jack Franklin Hus
Bob Williams Hus

FT & HALF-MILE
Corona Rcwy.
Corona, Calif.
July 11, 1973
FLAT TRACK
MINI COMB
Pat Richmond Hon
Mark Scroggins Hon
Jim Hall Hon
100 NOV
Jon Elinsky Yam
John Stiemsma Kaw
Pat Richmond Kaw
100 AM/EX
Tim McWhorter Kaw
Greg Scroggins Kaw
Brian Hyacock Kaw
125 NOV
Joe Steffer Yam
Jon Kamery Yam
Floyd Petton Yam
125 AM
Charles Summers Yam
Jerry Malcourll Yam
Steve Stiemsma Yam
250 NOV
John Korns H-D
Wayne MacIntyre Bul
Dale Morgan Hon
250 NOV
Greg Hiestand Bul
Bill Carpenter Yam
John Newquist Mon
250 AM
Dean Meyer Bul
Bob Graves Bul
Brian Garcia Yam
250 AM
Jim Schnell Suz
Terry Griner Yam
Frank Schnetz Byl
200-250 EX
Ed Steffen Yam
Doug Mason Bul
Dan McWhorter —
OPEN NOV
Jeff Wiles Yam
Mike Ludd Kaw
Dee Toth Suz
OPEN AM/EX
Cory Ruppilt Yam
Doug Mason Bul
Marshall Lamm —
HALF-MILE
100 NOV
Jay Fisher Kaw
Tim Dowd Kaw
Floyd Pelton Yam
100-125 AM/EX
Brian Haycock Kaw
Tim McWhorter Kaw
Tim McCool Yam
250 NOV
Dan Smith Bul
Mark Henry Bul
Chris Armstrong Yam
250 NOV
Eddie Beeson Yam
Tom Mitchell Yam
Stan Larson —
250 AM/EX
Terry Griner Yam
Rex McLeod Yam
Mark Malzinger Kaw
OPEN NOV
Jeff Wiles Yam
Derek Katanic Kaw
Dee Toth Suz
OPEN AM
Denis Porter Yam
Cory Ruppelt Yam
Marshall Lamm H-D
OPEN EX
Dan Hockie Tri
Rob MacEwen Yam
Nick Voge Yam

MOTOCROSS
Escape Country
Trabuco Cnyn., Calif.
July 14, 1973
OPEN 1st DAY
Chuck Koistra —
OPEN BEG
Bix Dunlavy Yam
John Pollard Yam
OPEN NOV
Bob Savage Yam
Rodger Cook CZ
Glenn Tanaka CZ
OPEN INT
Andy Bolander Suz
250 1st DAY
Bill Zechuhr Yam
250 BEG
Bob Ferguson Oss
Luc Deley Hus
Ken Borges Hus
250 NOV
Rick Anaya CZ
Paul Skog Yam
R. Ketelsleger Mai
Mike Flower Hon
250 INT
Jim Peterson Hon
250 EX
Richard Sciuto CZ
100 1st DAY
Douglas Griffith Yam
Jim Campbell Yam
125 1st DAY
Michael S. Barnett Suz
Graig Nagasugi Yam
Joe Wilson Yam
125 BEG
Paul Needles Car
Jeff Webster Yam
Terry Sterrett Yam
125 NOV
John Hart Suz
Tom Hutchinson Yam
Jim Forbes Yam
125 INT
Bill Glore DKW
100 INT
Lennie Garten Suz
100 BEG
Greg Forbes Yam
100 NOV
Rick Hutchinson Yam
Dan Zenkuhr Yam
POWDER PUFF
Jan Stanley Yam
MINI 1st DAY
Norma Ludwig Yam
MINI BEG
Leonard Thompson Hon
MINI NOV
Jeff Akers Ind
MINI INT
Vic Barton Hon
SUPER MINI BEG
Randy Rose Hon
SUPER MINI NOV
Sam Wille Hon
SUPER MINI 1st DAY
David Nash Hon
175 1st DAY
Doug Miles Yam
175 BEG
Mike McClusky Bul
175 NOV
Ken Ritchie Pen
Chris Higham Yam
175 INT
Mark Richie Pen

SHORT TRACK
White Plate
Vallejo Spdwy.
Vallejo, Calif.
July 14, 1973
by James Brammer
100 NOV
Mark Lane Kaw
Richard Biggs Yam
Cheryl Vestal Yam
125 NOV
Mike Miller Bul
Marlin Stewart Yam
Lonnie Kerly Yam
175 NOV
John Narvaez Yam
Fred Merttens Yam
Mal McFarland Bul
200 JR
John Kresha Bul
Mike Rizzuto Kaw
Larry Morrison Bul
250 NOV
Craig Van Dale Kaw
Bill Montagne Yam
Bill Norton Yam
250 JR
Rick Delacy Yam
Tom Fleming Bul
Ed Neuenburg Bul
250 EX
Larry Drew Oss
Wade Boyd Bu
Dorian Jewett Bul
360 NOV
Galen Shirley Mon
Robert Datto H-D
Dick Parsons Yam
360 JR
Lee Dolcini Yam
Harry Young Bul
Tim O'Hara Mai
360 EX
Dennis Robinson Yam
Mike Richardson Bul
Kent Johnson Yam
Manuel Datton Yam

CRC MOTOCROSS
Canyon Cycle Park
Devore, Calif.
July 7, 1973
by Dave Miller
100 BEG
Steve Gildea Hod
David Cummings Yam
Bryan Griffin Suz
125 BEG
Walter Popp Mon
Mike Kohl Hod
Rob White Suz
Joe Miller Yam
100 NOV
Dan Fleming Yam
Rick Thomas Yam
250 EX
Don Simonian Yam
John Durbin Hus
250 BEG
Ron Glen Yam
Jeff Borheier CZ
Gordon Duncan Yam
OPEN
Fred Hawk Mai
Charles Nichols Bul
Shay Huffman CZ

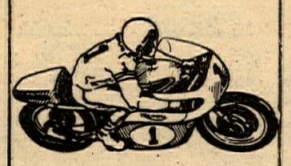
SHORT TRACK
J O Series
Fremont Rcwy.
Fremont, Calif.
July 11, 1973
by Bill Spencer
MINI A
Doug Chandler Ind
MINI B
Ricky Baptista Yam
Larry Krusemann Yam
MINI C
Neal Hockenbury Ind
Bryan McDowell Kaw
Rick Ryan Ind
MINI D
Chuck Halbakken Yam
MINI E
Randy Mamola Hod
Steve Lucero Bul
100 NOV
Henry Rivera Kaw
Steve Carillo Yam
125 NOV
Jeff Conway Yam
Chris Dinner Yam
125 JR
Mark Allen Hod
Hank Souza Suz
Hugh O'Neill Bul
125 EX
Manuel Datan Yam
Ricky Graham Yam
175 NOV
Mike Hagerty Bul
Dennis Sickle Bul
200 NOV
Rich Darnell Bul
Bob Rayment Bul
200 JR
Rick Silva Bul
250 NOV
Bill Montagne Yam
Geoff Lowe Suz
Norm Bentley Kaw
250 JR
Dan Young Yam
Bob Metter Oss
Gary Orlando Yam
250 EX
Chuck Kole Oss
Steve Eklund Yam
Dennis King Bul
360 NOV
Mike Sterling Yam
Chuck Furnari Kaw
Wayne Durney Yam
360 JR
Scott Pearson Kaw
Al Wood Kaw
Buddy Robinson Kaw
360 EX
Manuel Datan Yam
Dana Perri Yam
Ron Kole Yam

SPEEDWAY
Orange County Rcwy.
Irvine, Calif.
July 18, 1973
by Creative Images
DIV II MAIN
Bill Herz
Jim Murphy
Jack Gribben
Tom Castor
HANDICAP MAIN
Ralph Castor
Marc Walker
Bill Manley
Dennis Sigalos
SCRATCH MAIN
Robin Nicolaides
Marc Walker
Don Stubbs
Jim Castor

CAL-AM MX
Sacramento, Calif.
July 15, 1973
100 DIV
Dennis Stolp Yam
Ken Boswell Yam
Tony Boyer Hon
125 NOV DIV I
Tony Bouscal Suz
Dan Lamberson Suz
David Nelms Suz
125 NOV DIV 2
Milo Marsh Suz
Delno Becker Puc
Greg Chapman Bul
125 NOV DIV 3
Dennis Curtin Pen
Bob Bradford Pen
David Sexton Yam
125 AM DIV 1
Mark Schroeder Pen
Casey Griffin Hus
Kent Classen Pen
125 EX
Danny Turner Bul
Kevin Henrry Pen
Mike Hart DKW
250 NOV DIV 1
Vick Wooten Suz
Mark Means Bul
Bill Buker CZ
250 DIV 2
John Kent Yam
Joseph Abicht CZ
Robert Russel Hon
250 NOV DIV 3
Dave White Yam
Doug Lassen CZ
Paul Phillips Yam
250 NOV DIV 4
Allen Clover Hon
Walter Gardiner Bul
Jack Hammaker Bul
250 AM DIV 1
Steve Romano Hon
Terry Velasco Hus
Ray Forbes Hus
250 AM DIV 2
Cloyse Holland Hus
Stan Howard Hon
John Madrin Hus
250 EX DIV 1
Danny Turner Bul
Floyd Davis Hus
Mike Jennings Hus
OPEN NOV DIV 1
Paul Lindfief Mai
Ed Wagoner Mai
Richard Deveau Suz
OPEN NOV DIV 2
Chris Knorr CZ
Thomas Pearson Hus
Ted Rogers Hus
OPEN AM
Charlie Vollenweider CZ
Dennis Hartshorn Mai
John Thompson BSA
OPEN EX
Jeff Loff Mai
Mike Hamel Hus
Alan Yarrow Yam

R.A.C.E. MOTOCROSS
Corona Rcwy.
Corona, Calif.
July 13, 1973
by Dale Teubner
MINICYCLES
Brian Myerscough —
Jim Ball Hon
Dana Warne Hon
100 JR
Nick Civello Yam
Joe Castro Yam
Jeff Bean Yam
125 JR DIV I
John Currie Pen
Rick Lee Yam
Drew Belk Suz
125 JR DIV II
Mike Morgan Suz
Dana Nelson Suz
Tom Roseth Yam
250 JR DIV I
Bob Brown CZ
R. Kettlesleger —
John Jarvi Hon
Bruce Gantenbein —
250 JR DIV II
Ross Thompson Yam
Robert Lowe CZ
Robert Swager CZ
500 JR
Allan Thompson Yam
David Blosser CZ
David Marshall Mai
125 INT
Brian Renshaw Pen
Paul Minnis Mnk
Charles Currie Suz
125 SR
Bill Henderson DKW
Mark Tyer Pen
Bruce Baron Yam
250 INT
Pete Smith Bul
Pat Killilea CZ
Tom Hicks CZ
250 SR
Bruce Baron Yam
Mark Tyer CZ
Bob Maxwell Bul
500 SR
Rex Staten Mai
Bill Henderson CZ
D. Sutherland Mai

AMC MOTOCROSS
Saddleback Park
Irvine, Calif.
July 22, 1973
by Scott Heidbrink
250 EX
John Atwood Bul
Mark Rodman Yam
Toby Taki Mon
OPEN EX
Steve Sullivan Mai
Jim West Hus
Carl Gazafy Mai
125 EX
Dave Miller Yam
Rick Henricksen Pen
Morris Malone Pen
OPEN BEG
Bob Adolphson Yam
Warren Wright Mai
Judson Oshier Hus
OPEN NOV
Rick Rolko CZ
Greg Sexton Mai
Rick McCormick BSA
OPEN JR
Jim Beltnick Yam
Jeff Baze CZ
Earl Reinoehl Mai
OPEN INT
Jeff Borden Mai
Tom Watson Mai
Ron Blackwood Hus
250 BEG DIV I
Russ Balzer Hon
Ron Thompson Hus
Don Dougher Hon
250 BEG DIV II
Jack McCormick Yam
Tony Olivas CZ
John Easton Hon
250 NOV
Mark Lauzon Hon
Cd Barter Mai
Dan McCov CZ
250 JR
Joel Grant Bul
Bob Munday Bul
Chris Alberts Yam
250 INT
Russ Wilson CZ
Cesar Rodil Yam
Kirk Willis Mon
175 BEG
Mike McCluskey Bul
125 BEG
Brad Phoenix Suz
Rick Reveles Yam
Jeff May Pen
125 NOV
Mark Abrahams Suz
M. Senczyszyn Suz
Mark Jarrari Suz
125 JR
Mark Harrington Suz
Brad Dutoit Hon
Gregg Weston Yam
125 INT
Fredo Rodil Suz
Craig Jones Pen
Rich Collins Pen
100 BEG
Mark Shaden Pen
Scott Douglas Yam
Terry Fifer Yam
100 NOV
Chuck Lee Tak
100 JR
Brian Myerscough Hon
Dave Oller Hon
Eddie Clark Kaw
MINI INT
Brad Dutoit Hon
Mike Lewis Hon
Don Van Tassel Hon
MINI BEG
Mike Petty Hon
Pierre Garispe Hon
R. Gomet III Ind
MINI NOV
Jim Ball Hon
Steve Lodge Ind
John Bowen Yam
MINI JR
Jeff Hewitt Hon



KCMC SCRAMBLES
Hanford Fair Grnds.
Fresno, Calif.
July 13, 1973
by Paul Falvey
0-55 NOV
Darryl Sawyer Suz
Bryan Rhoades Suz
Jonathan Dyer Suz
0-55 JR
Mike Garrison Suz
Todd Parker Suz
Vern Sayers Suz
56-89 NOV
Keith Smith Hon
Joe Bettencourt Ind
Richard Sing Hon
56-89 JR
John Alves Ind
Shannon Russell Hon
Larry Diseem Hon
0-89 EX
Danny King Yam
Richy Pearce Suz
Don Howard Suz
100 NOV DIV I
Terry Vinyard Suz
Randy Nix Yam
Joey Cude Yam
100 NOV DIV II
Kirk Smith Suz
Paul Martines Suz
Gary Childo Yam
100 JR
Phil Waters Yam
Mark Powers Yam
Ronnie Sing Suz
100 EX
Roy Sharp Suz
Greg Bookout Kaw
Dale Jones Yam
125 NOV
Steve Venn Yam
Alfred Mascono Suz
Richard Irwen Mon
125 JR
Jeff Smith Suz
Alex Lett Hon
Phillip Mascono Yam
125 EX
Bill Johnson Suz
Frank Adam Yam
Doug Garrison Suz
126-175 NOV
Richard Jones Kaw
Seve Virra Kaw
Mark Wilten Bul
200 NOV
Tom Parker Bul
Jesse Savaux Bul
Jim Leon Suz
200 SR
Gino Galli Suz
J. Williamson Bul
Kep Cox Bul
200 EX
Don Roberts Bul
Dave Baker Yam
Steve Burford Puc
250 NOV
Dee Ask CZ
Bill Son Hon
Joe McDaniel Bul
250 SR
Garry Stairs CZ
Grant Salyers Hon
Jeff Pobler Oss
250 EX
Mark Ives Oss
Tom Francisco Yam
Doug Garrison Suz
500 NOV
Danny Berstrom Suz
Richard White CZ
George Brooks Yam
500 SR
Bill Royer CZ
Ron Matthews Mai
Ted Brase Suz
500 EX
Carl Nelson Suz
Bill Johnson Suz
Mark Tracy CZ
OPEN NOV
James Billings Tri
Bob McDaniel Hon
Marsh Runyon H-D
OPEN SR
Jerry Blair Tri
Jack Roberts BSA
Dan Rout Tri
OPEN EX
Steve Burford BSA
Rick Zimerman H-D

TT SCRAMBLES
Corona Rcwy.
Corona, Calif.
July 17, 1973
MINI BEG
David Jenkins Hon
Tim Sweem Hon
N. Villapando Hon
MINI INT
Chris Fromme Hon
Joe Tucci Hon
Bill Taylor Hon
MINI ADV
David Oller Hon
Jim Ball Hon
Mark Scroggins Hon
100 NOV
Jim Beck Kaw
Gary Staddan Yam
Eddie Drake Kaw
100-125 AM/EX
Vince Mead Kaw
Gregg Scroggins Kaw
Mike Tidwell Yam
125 EX
125 NOV
Robert Kelbel Yam
Steve Baldwin Yam
Calvin Wangard Yam
250 NOV
Mike Tidwell Yam
Bruce Reynolds Bul
Chuch Petty Bul
250 AM/EX
Scott Smith Yam
John Sprague Bul
John Erickson Yam
OPEN NOV
Hal Bankhead Yam
Jim Creger Hon
Thomas Howe —
OPEN AM/EX
Rick Milner Kaw
Scott Smith Yam
Steve Okuda Yam
SPECIAL COMB.
Jim Wright Bul
Jim Bearup Mai
Jim Little —

MOTOCROSS
Yuba-Sutter M.C.
Marysville, Calif.
July 8, 1973
by Harry Pelliccione
100 NOV
Jim Watson Hon
Mark Green Pen
Dave Wells Yam
125 NOV DIV I
Dick Crosby Suz
George Honey Suz
Lain McCain Hus
125 NOV DIV II
Casy Griffith Hus
Dennis Pyeah Pen
Delno Becker Puc
125 NOV DIV III
Tony French Suz
Lon Wardell Yam
Mark Womack Suz
125 AM
Paul Hamel Suz
Mark Schroeder Pen
Keith McConnell Pen
125 EX
Kevin Henry Pen
Pat Wilson Pen
Danny Turner Bul
250 NOV DIV I
Mark Means Bul
Chris Hart Hon
Robin Johnson Hon
250 NOV DIV II
Eric Watson Hon
Randy Matlock Bul
John Kent Yam
250 NOV DIV III
Bill Carnes Yam
Michel Vigna Suz
Greg Steil Suz
250 AM
John Woo Bul
Jeff Dumm Hus
Cliff Coats AJS
250 EX
Danny Turner Bul
Floyd Davis Hus
Robin Clark CZ
OPEN NOV DIV I
Jack Hampton Mai
Chris Blender Hus
Paul Dobak CZ
OPEN NOV DIV II
Von Ivins Hus
Chris Knorr CZ
Ralph Trumbull Mai
OPEN AM
Jack Melugin Yam
Randy Chester CZ
Russell Blair Hus
OPEN EX
Floyd Davis Hus
Ed Santin Yam
Mike Hamel Hus

CRC MOTOCROSS
Indian Dunes
Valencia, Calif.
July 10, 1973
by The Shadow
MINI
Jeff Moll Ind
Brian McConnell Hon
Brett Moore Ind
100 BEG
Dave Raiche Hon
Clayton Raiche Hon
Eric Swan Kaw
100 NOV
Mark White Yam
Kevin Berger Yam
Karl Anderson Yam
125 BEG DIV I
Steve Lutton Suz
Joe Gregorio Pen
John Payne Suz
Doug McGowen Suz
125 BEG DIV II
Chris Hill DKW
Rich Watson Pen
Dennis Ige Suz
125 NOV
Rick Park Hus
Jim Tassano Bul
Bob Clark Pen
250 BEG
Brad King Yam
Jeff Swain CZ
Paul Hellmuth Hus
Bruce Barsumian Hus
250 NOV
Lonnie Orr Hon
Chris Trebon Suz
Russ Hoffman CZ
Mike Starsmere CZ
OPEN NOV
Bruce Slingerland CZ
Paul Knabb CZ
Ron Lahn Mai
OPEN BEG
Rat Roach Bul
Kevin Taylor Mai
Joe Long Hus
125 INT
George Elliot Hus
Vern Maxwell Suz
Robert Allen Yam
250 EX
Tom Zahnter Hon
Toby Taki Mon
George Smith Suz
OPEN EX
Tom Claire CZ
Craig Cove CZ

SPEEDWAY
Bakersfield, Calif.
July 18, 1973
BEST 2 OUT OF 3
MATCH RACE
Rick Woods (over)
Mike curoso
SCRATCH MAIN
Rick Woods
Mike Curoso
Les Chanky
Jeff Sexton
HANDICAP MAIN
Mark Cherry
Ken Cartee
Jeff Sexton
Les Chanky
Dave Galvin
Mark Cherf
SCRATCH
CONSOLATION
Steve Gresham
Mark Cherry
Jim Gresham
Steve Nutter
HANDICAP
CONSOLATION
Jim Gresham
Mike Mesojednik
Dean York
William Gregory
DIV 2 MAIN
Max Koemans
Don Green
Jim Parisi

CALENDAR

WEDNESDAY, JULY 25

SHORT TRACK, Fremont Rcwy, Cal. Open: 4, prac: 5, race: 7. $2.50 ride or watch. 415/327-4461.

CMC MOTOCROSS, Ascot Park, Gardena, Cal. Open: 4:30 pm sign by 6:30, race: 7:30. $5 per class. CMC license required.

CMC CLASS A SPEEDWAY, Orange County Int. Rcwy., Sand Cnyn Rd from Santa Ana Fwy, El Toro, Cal. Adm: $2.75. Start: 8pm.

USMRC MOTOCROSS, El Toro Rcwy, El Toro, Cal. All junior. Start: 7pm.

THURSDAY, JULY 26

RACE MOTOCROSS, Corona Rcwy, Cal. Beg/Nov/mini/oldsters. Gate: $2, ride: $3 memb. $5 non. Open: 5, prac: 6, race: 7:30. 714/735-1705. 30% trophies.

MOTOCROSS, Helvettia Park, Sacramento, Cal. Enter: $5, watch: $2. Camping & swimming. Sign: 7:30, prac: 8:15, race: 9:30. D-36. 916/446-5059.

CMC MOTOCROSS, Orange County Int. Rcwy., Cal. Open: 4:30, sign by 6:30, race: 7:30, $5 entry per class and CMC license.

FRIDAY, JULY 27

SHORT TRACK, T-Car Spdwy., Carson City, Nev. Open: 7, race: 8. AMA. 702/882-5030.

SCRAMBLES, Fremont Rcwy., Cal. D-36. Open 3:30, prac: 5, race: 6:30. $2.50 ride or watch.

SHORT TRACK, Sonoma-Marin Frgrnds., Petaluma, Cal. D-36. Ride: $3, watch: $2.50. Class C traction. Sign: 5, prac: 6, race: 7:30. 707/762-8581.

MOTOCROSS, Arizona Cycle Park, Phoenix, Ariz. Open: 5:30 pm, prac til 7:30 pm, race: 8 pm. Race: $6, watch: $3. Beg; Nov; Am; Ex.

MOTOCROSS, Placerville Frgrnds., Placerville, Cal. D-36. Sign: 5, prac: 5:45, race: 7. Pre: $3, post: $5, gate: $2.50. 916/481-6560.

AMA PRO TT, Oregon Sidewinders Track, 13500 SE Lawnfield Rd., Clackamas, Ore. 97015. Sign: 6:30, race: 8. 659-1022. Purse: $1.500.

AMA PRO HALF-MILE, Ascot Park, Gardena, Cal. Ex/Jr/Nov. Sign: 5:30, race: 8:30.

AME MOTOCROSS, Indian Dunes, Valencia, Cal. Sign: 6, prac: 6:30, race: 8. Beg; Jr; Int; Sr; mini; PP; oldster. Post: $5/$10. 20% trophies, 100% payback. 213/675-1922.

USMRC MOTOCROSS, El Toro Speedway. Right of San Diego Fwy at El Toro Rd. Open: 5, prac: 6, race: 7. Enter: $5. 714/621-3264 or 830-8050.

AMA PRO TT, Oregon Sidewinders, 13500 SE Lawnfield Rd., Clackamas, Ore. Sign: 6:30, race: 8. Purse: $1,500. 659-1022.

CMC MOTOCROSS, Irwindale, Cal. Open: 4:30, sign by 6:30, race 7:30. $5 per class and CMC license.

MOTOCROSS, Boise, Idaho. Open: 4, race: 7. Ride: $2, watch: $1.50. Camping. 208/344-3041 or 375-6863.

SATURDAY, JULY 28

CRC MOTOCROSS, Arroyo Park, Devore, Cal. Beg/Nov/Int/Ex/mini/PP/oldster. 40% trophies same day. 714/688-1291 or 213/830-7519.

SHORT TRACK & TT, USMRC, El Toro, Cal. 714/830-8050.

SCRAMBLES, 3800 Depot Rd., Hayward, Cal. Sign & prac: 4, race: 7. D-36. $2.50 ride or watch. 783-9922.

AMA MOTOCROSS, Salem Frgrnds., Salem, Ore. 503/581-0077.

BICYCLE MOTOCROSS AND GRAN PRIX, Malibu Country Club, Nov: free, Jr: $.25. Sr: $.50: Start: 5pm. Motorcycle riding, swimming and camping. Trophies. Call Don at 213/457-7142 for directions.

SEMI-PRO SCRAMBLES, Triple 'M' Raceway, Marysville, Cal. AMA. Sign: 4pm. $2.50 ride or watch. $200 purse for Ex and trophies for Sptmn.

HRA TT & HALF-MILE, 395 Cycle Park, Adelanto, Cal. Sign: 5:30, prac: 6:15, race: 7:15. Enter: $2.50. Gate: $1.50. 25% trophies same night. 714/246-6109.

AMA NATIONAL ROAD RACES, Laguna Seca, Monterey, Cal. Production classes & Junior on Sat.

D-36 SCRAMBLES, Vallejo Spdwy., Cal. Open: 4:30, sign by6:15, prac: 5:30, race: 7:30. Ride: $3, watch: $2.50. Class C traction. 707/644-0741.

TT SCRAMBLES, Perris, Cal. Open: 5, sign: 7:30. All classes. Memb: $3.50, non: $4.50. Silencers. Curfew limits entries. 714/657-3678.

DEAJVILLE GRAND PRIX, at the top of Reseda Blvd. in Tarzana, Cal. DRA. Open: 7:30, prac: 8:30, race: 10. Post: $10. Beg/Nov 40% trophies. Jeff Ferone 345-0745.

MOTOCROSS, Arizona Cycle Park, Phoenix, Ariz. Open: 5:30 pm, prac til 7:30 pm, race: 8 pm. Race: $6, watch: $3. Beg; Nov; Am; Ex.

AMA AMATEUR MOTOCROSS, Salem Frgrnds., Salem, Ore. Sign: 9, race: noon. 503/581-0077.

CMC SHORT TRACK, Redwood Acres, Eureka, Cal., Sign: 5:30. Enter: $5. 100% back to Expert.

SUNDAY, JULY 29

D-37 DUAL EURO SCRAMS, limed from Bell Mtn., Stoddard Wells Rd., Cal. Sign: 4-6 Sat. & 6 am Sun. Start: 8. Enter: $4.

MOTOCROSS, Meyer Rcwy., 1 hr N of Phoenix.

CRC HARE SCRAMBLES, 17 mi N of Adelanto, Cal. on 395. Beg; Nov; Jr; Ex; Mini; young; old. 20% trophies and pins. Start: 9am. No memb. 714/688-1291.

ENGLISH TRIALS, Rawhide Park, Elsinore, Cal. Plonkers Trials Club. ATA: $3, non: $6. Sign: 8, meet: 10. 213/830-3516 or 714/544-0204.

CRC MOTOCROSS, DeAnza, Sunnymead, Cal. Beg; Nov; Int; Ex. 40% trophies same day. Mini; PP; oldster; young. Camping. No memb. 714/688-1291 or 213/830-7519.

MOTOCROSS, Cal Am Rcwy., west of Sacto., Cal. Enter: $5. Sign: 7:30, prac: 8:15. 446-5059. Blue plate race.

AMA NATIONAL ROAD RACE, Laguna Seca, Monterey, Cal. Tune in KBIG, 740, for the results at 6:00 pm.

RRA MOTOCROSS, Rawhide Park, Cal. Start: 9am. Enter: $6. Beg/Nov/Int/mini/Oldster. 40% trophies. 213/921-5466.

MOTOCROSS, Soledad Sands Park, Acton, Cal. Jr and Int. Post: $8. Open: 7, prac: 8, race: 9. Hwy 14 to Crown Valley turnoff. 805/259-1008. Trophies same day.

CMC MOTOCROSS, Sunnyvale PAL, N on Mathilda off 101. Mail $6/$10 to Box 1348, Cupertino, Cal. 95014. Post: $8/$15. Open: 6:30, prac: 7:30, race: 9. Cal-Cross. 408/226-7265.

ANNIVERSARY RACE, Escape Country, Trabuco Cnyn., Cal. 200% back for Experts. Enter: $2/$10 to Escape Country, Trabuco Cnyn., Cal. 92678. Post: $5/$15. Phone: $3/$11. Membership. 714/586-7964.

MOTOCROSS, Sunnyvale PAL track, Cal. Mail $6/$10 to CMC, Box 1348, Cupertino, Cal. 95014. Post: $8/$15. Open: 6:30, prac: 7:30, race: 9. 408/226-7265.

SCRAMBLES, 6 mi N of Norfolk, Nebraska on Hwy 81. Start: 2. $1.50 ride or watch. 125/175/250/Open.

3-WHEELER MOTOCROSS, Muntz Park, Moorpark, Cal. Sign: 8, race: 10am. Mail $6 to Box 3727, City of Industry, Cal. 91744. Post: $10. Mail by Monday before.

CMC MOTOCROSS, Carlsbad, Cal. Sptmn mail $5/Ex: $10 to Box 1402, Costa Mesa, Cal. 92727. Post: $10/$15. 100% back. Open: 6:30, prac: 7:30, sign by 8:30, race: 9.

MONDAY, JULY 30

MOTOCROSS TRAINING CAMP, Spillway Park, Santa Maria, Cal. 7:30-3:30 every day. $75 for the week.

TUESDAY, JULY 31

CRC MOTOCROSS, Indian Dunes, Valencia, Cal. Beg; Nov; Int; Ex; mini; young; old; PP. 20% trophies. No memb. 714/688-1291 or 213/830-7519.

SHORT TRACK, Boise, Idaho. Owhee MC. Open: 4, race: 8.

WEDNESDAY, AUGUST 1

CMC CLASS A SPEEDWAY, Orange County Int. Rcwy., Sand Cnyn Rd from Santa Ana Fwy, El Toro, Cal. Adm: $2.75. Start: 8pm.

USMRC MOTOCROSS, El Toro Rcwy, El Toro, Cal. All junior. Start: 7pm.

CMC MOTOCROSS, Ascot Park, Gardena, Cal. Open: 4:30 pm sign by 6:30, race: 7:30. $5 per class. CMC license required.

SHORT TRACK, Fremont Rcwy., Cal. Open: 4, prac: 5, race: 7. Ride or watch $2.50. D-36. 415/327-4461.

THURSDAY, AUGUST 2

AMA SHORT TRACK, Town and Country Frgrnds., Napa, Cal. Sportsman. Start: 7pm. Enter: $2.50.

CMC MOTOCROSS, Orange County Int. Rcwy., Cal. Open: 4:30, sign by 6:30, race: 7:30, $5 entry per class and CMC license.

Aug 2-4

SUZUKI FUNFAIR, Elcon Center, Tucson, Arizona.

FRIDAY, AUGUST 3

AMA AMATEUR SCRAMBLES, 13500 SE Lawnfield Rd., Clackamas, Ore. Oregon Sidewinders. 659-1022. Sign by 6:45, race: 7.

AME MOTOCROSS, Indian Dunes, Valencia, Cal. Sign: 6, prac: 6:30, race: 8. Beg; Jr; Int; Sr; mini; PP; oldster. Post: $5/$10. 20% trophies, 100% payback. 213/675-1922.

USMRC MOTOCROSS, El Toro Speedway. Right of San Diego Fwy at El Toro Rd. Open: 5, prac: 6, race: 7. Enter: $5. 714/621-3264 or 830-8050.

AMA PRO HALF-MILE, Ascot Park, Gardena, Cal. Ex/Jr/Nov. Sign: 5:30, race: 8:30.

SCRAMBLES, Sonoma-Marin Frgnds., Petaluma, Cal. D-36. Ride: $3, watch: $2.50. Class C traction. Sign: 5, prac: 6, race: 7:30. 707/762-8581

CMC MOTOCROSS, Irwindale, Cal. Open: 4:30, sign by 6:30, race 7:30. $5 per class and CMC license.

MOTOCROSS, Boise, Idaho. Open: 4, race: 7. Ride: $2, watch: $1.50. Camping. 208/344-3041 or 375-6863.

AMA SEMI-PRO SHORT TRACK, T-Car Spdwy., Carson City, Nev. Open: 7, race: 8. 702/882-5030.

AMA NATIONAL SHORT TRACK, Hinsdale, Illinois. Tune in KBIG, 740, for the results at 6:00 pm.

SATURDAY, AUGUST 4

TT SCRAMBLES, Perris, Cal. Open: 5, sign: 7:30. All classes. Memb: $3.50, non: $4.50. Silencers. Curfew limits entries. 714/657-3678.

CRC MOTOCROSS, Arroyo Park, Devore, Cal. Beg; Nov; Int; Ex. 20% trophies same day. 714/688-1291 or 213/830-7519.

MOTOCROSS, Arizona Cycle Park, Phoenix, Ariz. Open: 5:30 pm, prac til 7:30 pm, race: 8 pm. Race: $6, watch: $3. Beg; Nov; Am; Ex.

SEMI-PRO SCRAMBLES, Triple 'M' Raceway, Marysville, Cal. AMA. Sign: 4pm. $2.50 ride or watch. $200 purse for Ex and trophies for Sptmn.

NEBRASKA STATE CHAMPIONSHIP OF MOTOCROSS, Wilber, Nebraska. Start: 12:30. 402/423-9083.

BICYCLE MOTOCROSS AND GRAN PRIX, Malibu Country Club, Nov: free, Jr: $.25. Sr: $.50. Start: 5pm. Motorcycle riding, swimming and camping. Trophies. Call Don at 213/457-7142 for directions.

D-36 SCRAMBLES, Vallejo Spdwy., Cal. Open: 4:30, sign by6:15, prac: 5:30, race: 7:30. Ride: $3, watch: $2.50. Class C traction. 707/644-0741.

SUNDAY, AUGUST 5

MOTOCROSS, Meyer Rcwy., 1 hr N of Phoenix.

CMC MOTOCROSS, Saddleback Park, Orange, Cal. Sptmn mail $5, Ex: $10 to Box 1402, Costa Mesa, Cal. 92727. Post: $10/$15. 100% back to Ex. Gate: 6:30, prac: 7:30, sign by: 8:30, race: 9.

AME MOTOCROSS, Carlsbad, Cal. Beg; Jr; Int; Sr; mini; oldster; PP. Sptmn: mail $5, Sr: $10 to 13004 S. Washington, Hawthorne, Cal. 90250. Open: 6:30, prac: 8, race: 9. 213/675-1922.

AMA SEMI-PRO MOTOCROSS, T-Car Spdwy., Carson City, Nev. Open: 7am, race: 9. 702/882-5030.

CRC MOTOCROSS, Deadman's Point, Apple Valley, Cal. Beg; Nov; Int; Ex; mini; young. old; PP. 40% trophies same day. No memb. Camping. 714/688-1291 or 213/830-7519.

AFM ROAD RACE, Sears Point Rcwy., int of Hwy 37 & 121 in Sonoma Cnty, Cal. Open: 7am. Race: noon. Pre: $10 to Box 705, Brisbane, Cal. 94005. Must have name, address, phone, bike(s), class(s), AMA & AFM numbers. Post: $15. Watch: $3.

COMBO CROSS, RRA, Rawhide, Cal. Start: 9am. Mail $5 to Mike Sixberry, 14039 Mansa, La Mirada, Cal. 90638. 20% trophies. 921-5466.

CMC ROAD RACE, Orange County Rcwy, El Toro, Cal. Sand Cnyn ramp from Santa Ana. Enter: $10 plus $2 per class. License: $9 from Manning Racing, 3407 W. Olive, Burbank, Cal. 91505.

DRA HARE & HOUND, 2/25 mile loops Beg; Nov; Am; Ex. 20% Brass & pins. Sign up Sat & Sun. A.M. Start 8:30. Limed from Lucerne to Soggy Dry Lake area, 4 wheel rescue, ambulance, catering, restrooms, S.C.A.T. Jnfo: 714/346-9335.

BCA MOTOCROSS, Indian Dunes, Cal. Jr: $7, Ex: $10. Jr; PP, Mini; oldster. 50% trophies. Ex: 100% payback. Sign: 7, race: 9:15.

Regularly Scheduled EVENTS

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

EVERY FRIDAY NIGHT

TT MOTORCYCLE races at BEARDSLEY Raceway. Gates Open at 6pm, Practice 7pm, Race at 8pm. For info call (602) 276-9401.

USMRC EVERY FRI. NIGHT

El Toro Speedway. USMRC Required ($5). Cash for Experts. Trophies for Juniors and Intermediates. Pit Gate opens at 5 P.M. Practice at 6 P.M. First Race at 7 P.M. Further Info.: (714) 621-3264, (714) 830-8050, (714) 629-0987.

EVERY SATURDAY NIGHT

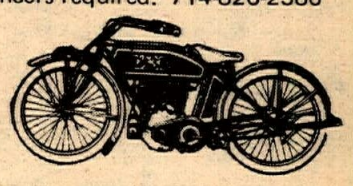
Perris Raceway T.T. Scrambles. Gates open 5:00 pm. Sign-up closes 7:30 pm. All classes. Members $3.50. Non-members $4.50. Silencers required. Limited entries due to curfew. Info. (714) 657-3678.

EVERY SATURDAY

Moreno Valley M.C. Motocross all classes, 100% pay back to Experts with $10.00 post. Gate $2.00, Entry $4.00. Sign in 7:30, Race 9:00. 33% Trophies. De Anza Cycle Park, 5 miles east of Sunnymead on U.S. 60. take Theodore off ramp to Ironwood and follow signs. Info: (714) 653-2633.

EVERY SATURDAY NIGHT

Elsinore Raceway TT Scrambles. Gates open 4pm, sign up 5 to 7:30. Practice 6:30, race 8. Admission $1.50. Race $2. Camping Free. Sunday Practice $1 per bike, silencers required. 714-826-2386



EVERY SUNDAY

Motocross, Rawhide Park, Elsinore, Calif. All Classes. Gates Open 5:00 A.M. Sign Up 7:00 A.M. For Information call: (213) 921-5466.

FIRST & THIRD SUNDAYS

Motocross Deadman's Point, Apple Valley, Ca. All classes. Gates open at 7:30 am. First race at 9:30 am. Practice 8 am to 9 am Gate $2.00, Entry $2.50 memb. $3.00 non-member. Silencers required. Three number plates PLEASE. Info call 714-247-7473.

FIRST & THIRD SUNDAYS

Motocross. Lake Dolores, approx. 15 mi. east of Barstow off Las Vegas Fwy, I-15, take Minneola off ramp. Limed. 7:30am sign up. 9am race. $3.25 ride, $1.50, & .75 watch. Primitive camping. Swimming, fishing. For info call 714-257-3315 or 714-252-2070

REACH OUT RIALTO MX

(Every third Sunday of the month) Junior and Expert races. See poster and pick up entry forms at your favorite Bike Shop. For further info, call (714) 874-4422
(714) 874-0743

D-38 TT SCRAMBLES, Dehesa Park, near San Diego. Sign: 8:30, prac: 10, race: 11. 714/447-7083.

MOTOCROSS, Lake Delores, Cal. Barstow MC. Sign: 7:30, race: 9. Enter: $3.25. 20 mi E of Barstow, Cal. Swimming & camping.

D-36 SCRAMBLES, Salinas Airport, Cal. Sign: 8, prac: 8, race: 11:30. Ride or watch: $2.50. 408/449-6095.

THE LAST RACE, at Deadman's Point, Apple Valley, Cal. Lots of people going to show up to send off Deadman's Point. Rick Meyer: 714/862-9166.

CRC TROPHY SCRAMBLES, Stoddard Wells, Cal. 100% trophies same day. Beg; Nov; Jr; Ex; mini; young; old; PP. Start: 9am. No memb. 714/688-1291 or 213/830-7519.

D-36 SHORT TRACK, Frgrnds, Antioch, Cal. Open: 9, sign: 10, prac: 11, race: 1:30. Ride: $2, watch: $2.50. White plate race. 200/250/360 no 200 Ex. 451/754-0435 or 685-6178.

DRAG HILL CLIMB, De Anza Park, Theodore ramp from Hwy 60, Sunnymead, Cal. Gate: $2, ride: $4, watch: $1. Sign: 7. 714/653-5840.

3 WHEELER POKER RUN AND HOT SHOE, California City. 2/20 mi loops. Start: 7am. Pins and trophies. Start: 7am. Mail by July 23, 2 SASE to Box 3727, City of Industry, Cal. 91744. $7 memb.

MONDAY, AUGUST 6

MX TRAINING SCHOOL, Indian Dunes, Valencia, Cal. Moneyback guarantee. Info: 213/768-6007.

TUESDAY, AUGUST 7

CRC MOTOCROSS, Indian Dunes, Valencia, Cal. Beg; Nov; Int; Ex; mini; young; old; PP. 20% trophies. No memb. 714/688-1291 or 213/830-7519.

SHORT TRACK, Boise, Idaho. Owhee MC. Open: 4, race: 8.

WEDNESDAY, AUGUST 8

SHORT TRACK, Fremont Rcwy., Cal. Open: 4, prac: 5, race: 7. Ride or watch $2.50. D-36. 415/327-4461.

CMC MOTOCROSS, Ascot Park, Gardena, Cal. Open: 4:30 pm sign by 6:30, race: 7:30. $5 per class. CMC license required.

CMC CLASS A SPEEDWAY, Orange County Int. Rcwy., Sand Cnyn Rd from Santa Ana Fwy, El Toro, Cal. Adm: $2.75. Start: 8pm.

USMRC MOTOCROSS, El Toro Rcwy, El Toro, Cal. All junior. Start: 7pm.

THURSDAY, AUGUST 9

CMC MOTOCROSS, Orange County Int. Rcwy., Cal. Open: 4:30, sign by 6:30, race: 7:30, $5 entry per class and CMC license.

Aug 9-11

SUZUKI FUNFAIR, Thomas Mall, Phoenix, Arizona.

FRIDAY, AUGUST 10

AMA SEMI-PRO SHORT TRACK, T-Car Spdwy., Carson City, Nev. Open: 7, race: 8. 702/882-5030.

AMA PRO HALF-MILE, Ascot Park, Gardena, Cal. Ex/Jr/Nov. Sign: 5:30, race: 8:30.

D-36 SCRAMBLES, Vallejo Spdwy., Cal. Open: 4:30, sign by6:15, prac: 5:30, race: 7:30. Ride: $3, watch: $2.50. Class C traction. 707/644-0741.

AME MOTOCROSS, Indian Dunes, Valencia, Cal. Sign: 6, prac: 6:30, race: 8. Beg; Jr; Int; Sr; mini; PP; oldster. Post: $5/$10. 20% trophies, 100% payback. 213/675-1922.

USMRC MOTOCROSS, El Toro Speedway. Right of San Diego Fwy at El Toro Rd. Open: 5, prac: 6, race: 7. Enter: $5. 714/621-3264 or 830-8050.

AMA PRO TT, Oregon Sidewinders, 13500 SE Lawnfield Rd., Clackamas, Ore. Sign: 6:30, race: 8. Purse: $1,500. 659-1022.

CMC MOTOCROSS, Irwindale, Cal. Open: 4:30, sign by 6:30, race 7:30. $5 per class and CMC license.

MOTOCROSS, Boise, Idaho. Open: 4, race: 7. Ride: $2, watch: $1.50. Camping. 208/344-3041 or 375-6863.

SHORT TRACK, Sonoma-Marin Frgrnds., Petaluma, Cal. D-36. Ride: $3, watch: $2.50. Class C traction. Sign: 5, prac: 6, race: 7:30. 707/762-8581.

SATURDAY, AUGUST 11

SEMI-PRO SCRAMBLES, Triple 'M' Raceway, Marysville, Cal. AMA. Sign: 4pm. $2.50 ride or watch. $200 purse for Ex and trophies for Sptmn.

BICYCLE MOTOCROSS AND GRAN PRIX, Malibu Country Club, Nov: free, Jr: $.25. Sr: $.50. Start: 5pm. Motorcycle riding, swimming and camping. Trophies. Call Don at 213/457-7142 for directions.

CRC MOTOCROSS, Arroyo Park, Devore, Cal. Beg; Nov; Int; Ex. 20% trophies same day. 714/688-1291 or 213/830-7519.

MOTOCROSS, Arizona Cycle Park, Phoenix, Ariz. Open: 5:30 pm, prac til 7:30 pm, race: 8 pm. Race: $6, watch: $3. Beg; Nov; Am; Ex.

Aug 11-12

AMDRA DRAGS, Great Lakes Dragway, Union Grove, Wisconsin.

MINICYCLE NATIONAL, Saddleback Park, Orange, Cal. Mail $8 memb. NMA, $10 non to 23301 Ostronic Dr., Woodland Hills, Cal. 91364. Post: $20.

SUNDAY, AUGUST 12

MOTOCROSS, Meyer Rcwy., 1 hr N of Phoenix.

TT SCRAMBLES, Perris, Cal. Open: 5, sign: 7:30. All classes. Memb: $3.50, non: $4.50. Silencers. Curfew limits entries. 714/657-3678.

AMA REGIONAL CHAMPIONSHIP HALF-MILE, Sturgis Frgrnds, S.D. Purse: $3,000.

CRC HARE SCRAMBLES, limed from Y-cafe in Lucerne Valley, Cal. Beg; Nov; Jr; Ex; mini; young; old; PP. 20% trophies and pins. No memb. Start: 9. 714/688-1291.

AME MOTOCROSS, Indian Dunes, Valencia, Cal. Beg; Jr; Int; Sr; mini; oldster; PP. Sptm mail $5, Sr: $10 to 13004 S. Washington, Hawthorne, Cal. 90250. Open 6:30, prac: 8, race: 9. 213/675-1922.

CRC MOTOCROSS, Arroyo Park, Devore, Cal. Beg; Nov; Int; Ex; young; old; mini; PP. No memb. 40% trophies same day. Camping. 714/688-1291 or 213/830-7519.

CMC MOTOCROSS, Carlsbad, Cal. Sptmn mail $5, Ex: $10 to Box 1402, Costa Mesa, Cal. 92727. Post: $10/$15. 100% back to Ex. Open: 6:30, prac: 7:30, sign by 8:30, race: 9.

AFM ROAD RACE, Ontario Speedway, Cal. Pre entries to 1810 S. Fairoaks, South Pasadena, Cal. 91030. Rm. 303.

RRA MOTOCROSS, Rawhide Park, Cal. Start: 9am. Enter: $6. Beg/Nov/Int/mini/Oldster. 40% trophies. 213/921-5466.

GRAND PRIX MARATHON, Sand Hill Ranch, Camino Diablo N of Livermore, Cal. Open: 6:30, race: 8:30. Mail: $6, post: $8. 415/689-6722.

TUESDAY, AUGUST 14

CRC MOTOCROSS, Indian Dunes, Valencia, Cal. Beg; Nov; Int; Ex; mini; young; old; PP. 20% trophies. No memb. 714/688-1291 or 213/830-7519.

SHORT TRACK, Boise, Idaho. Owhee MC. Open: 4, race: 8.

WEDNESDAY, AUGUST 15

SHORT TRACK, Fremont Rcwy., Cal. Open: 4, prac: 5, race: 7. Ride or watch $2.50. D-36. 415/327-4461.

CMC MOTOCROSS, Ascot Park, Gardena, Cal. Open: 4:30 pm sign by 6:30, race: 7:30. $5 per class. CMC license required.

CMC CLASS A SPEEDWAY, Orange County Int. Rcwy., Sand Cnyn Rd from Santa Ana Fwy, El Toro, Cal. Adm: $2.75. Start: 8pm.

USMRC MOTOCROSS, El Toro Rcwy, El Toro, Cal. All junior. Start: 7pm.

THURSDAY, AUGUST 16

SUZUKI FUNFAIR, Fashion Island, Newport Beach, Cal.

CMC MOTOCROSS, Orange County Int. Rcwy., Cal. Open: 4:30, sign by 6:30, race: 7:30, $5 entry per class and CMC license.

FRIDAY, AUGUST 17

AMA PRO HALF-MILE, Ascot Park, Gardena, Cal. Ex/Jr/Nov. Sign: 5:30, race: 8:30.

AME MOTOCROSS, Indian Dunes, Valencia, Cal. Sign: 6, prac: 6:30, race: 8. Beg; Jr; Int; Sr; mini; PP; oldster. Post: $5/$10. 20% trophies, 100% payback. 213/675-1922.

USMRC MOTOCROSS, El Toro Speedway. Right of San Diego Fwy at El Toro Rd. Open: 5, prac: 6, race: 7. Enter: $5. 714/621-3264 or 830-8050.

AMA AMATEUR SCRAMBLES, 13500 SE Lawnfield Rd., Clackamas, Ore. Oregon Sidewinders. 659-1022. Sign by 6:45, race: 7.

AMA SEMI-PRO SHORT TRACK, T-Car Spdwy., Carson City, Nev. Open: 7, race: 8. 702/882-5030.

CMC MOTOCROSS, Irwindale, Cal. Open: 4:30, sign by 6:30, race 7:30. $5 per class and CMC license.

MOTOCROSS, Boise, Idaho. Open: 4, race: 7. Ride: $2, watch: $1.50. Camping. 208/344-3041 or 375-6863.

SHORT TRACK, Sonoma-Marin Frgrnds., Petaluma, Cal. D-36. Ride: $3, watch: $2.50. Class C traction. Sign: 5, prac: 6, race: 7:30. 707/762-8581.

SATURDAY, AUGUST 18

CMC SHORT TRACK, Redwood Acres, Eureka, Cal., Sign: 5:30. Enter: $5. 100% back to Expert.

D-36 SCRAMBLES, Vallejo Spdwy., Cal. Open: 4:30, sign by6:15, prac: 5:30, race: 7:30. Ride: $3, watch: $2.50. Class C traction. 707/644-0741.

SEMI-PRO SCRAMBLES, Triple 'M' Raceway, Marysville, Cal. AMA. Sign: 4pm. $2.50 ride or watch. $200 purse for Ex and trophies for Sptmn.

CRC MOTOCROSS, Arroyo Park, Devore, Cal. Beg; Nov; Int; Ex. 20% trophies same day. 714/688-1291 or 213/830-7519.

MOTOCROSS, Arizona Cycle Park, Phoenix, Ariz. Open: 5:30 pm, prac til 7:30 pm, race: 8 pm. Race: $6, watch: $3. Beg; Nov; Am; Ex.

BICYCLE MOTOCROSS AND GRAN PRIX, Malibu Country Club, Nov: free, Jr: $.25. Sr: $.50. Start: 5pm. Motorcycle riding, swimming and camping. Trophies. Call Don at 213/457-7142 for directions.

SUNDAY, AUGUST 19

Aug 19-25

BONNEVILLE SPEEDWEED, Bonneville, Utah. Pre by July 15 to Earl Flanders, box 2297d, Pasadena, Cal. 91105.

CMC MOTOCROSS, Redwood Acres, Eureka, Cal. Sign: 8:30. Enter: $5. Experts: 100% back.

AME MOTOCROSS, Rawhide Park, Elsinore, Cal. Beg; Jr; Int; Sr; mini; oldster; PP. Sptmn mail $5/Sr; $10 to 13004 S. Washington, Hawthorne, Cal. 90250. Open: 6:30, prac: 8:00, race: 9:00. Post: $7/$12. 213/675-1922.

MOTOCROSS, Edwards AFB, E of Rosemod, Cal. Sign: 7:30, race: 9:30. Ride: $3. Watch free.

D-38 TT SCRAMBLES, Dehesa Park, near San Diego. Sign: 8:30, prac: 10, race: 11. 714/447-7083.

MOTOCROSS, Lake Delores, Cal. Barstow MC. Sign: 7:30, race: 9. Enter: $3.25. 20 mi E of Barstow, Cal. Swimming & camping.

DRA HARE SCRAMBLES, 2/23 mile loops Beg; Nov; Am; Ex. 20% brass & pins. Sign up: Sat & Sun am. Start 8:30. Limed from Lucerne to Soggy Dry Lake area, 4/wheel rescue, ambulance, catering, restrooms & S.C.A.T. Info: 714/346-9335.

NRA MOTOCROSS, Canyon Park, San Bernardino, Cal. Beg; Jr; Int, 40% trophies, Sr: 100% back. No memb. 714/688-1291.

MOTOCROSS, Wilber, Nebraska. Lincoln MX Club. 402/423-9083.

CRC COCK'S CROW ENDURO, Sidewinder Rd., Barstow, Cal. 20% trophies and pins. Young; Old; PP. mini. Start: 7:01. Send $7.50 and 2 SASE to CRC, 6625 Dorinda, Riverside, Cal. 92503. Post: $8.50. 714/688-1291.

TT SCRAMBLES, DeAnza Park, Sunnymead, Cal. Sign: 8:30, prac: 9:30. Gate: $1/$2. Enter: $2.50, 30% trophies. TJE

SPEED WEEK GRAND PRIX, Jim's Casino, W. Wendover, Nev. Start: 1:30. Enter: $7. Trophies and pins. 100% cash back to Ex; SRA. 80 miles.

CRC MOTOCROSS, Indian Dunes, Valencia, Cal. Beg; Nov; Int; Ex; mini; young; old; PP. 40% trophies same day. No memb. 714/688-1291 or 213/830-7519.

CMC MOTOCROSS, Saddleback Park, Orange, Cal. Sptmn mail $5, Ex: $10 to Box 1402, Costa Mesa, Cal. 92727. Post: $10/$15. 100% back to Ex. Gate: 6:30, prac: 7:30, sign by: 8:30, race: 9.

MOTOCROSS, Meyer Rcwy., 1 hr N of Phoenix.

MOTOCROSS, under the E street Bridge in Marysville, Cal. AMA. Yuba Sutter MC. Sign: 6:30 am. Ride: $5, watch: $2.

ACA ROAD RACE, Carlsbad, Cal. $10 pre to 1409 Cypress Pt. Rd., Placentia, Cal. 92670. Post: $15. Start: 10am. 714/524-6984.

WEDNESDAY, AUGUST 22

CMC MOTOCROSS, Ascot Park, Gardena, Cal. Open: 4:30 pm sign by 6:30, race: 7:30. $5 per class. CMC license required.

CMC CLASS A SPEEDWAY, Orange County Int. Rcwy., Sand Cnyn Rd from Santa Ana Fwy, El Toro, Cal. Adm: $2.75. Start: 8pm.

THURSDAY, AUGUST 23

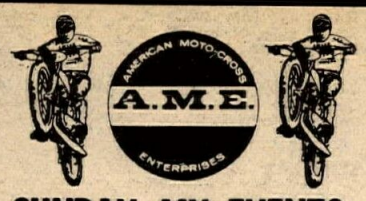
CMC MOTOCROSS, Orange County Int. Rcwy., Cal. Open: 4:30, sign by 6:30, race: 7:30, $5 entry per class and CMC license.

FRIDAY, AUGUST 24

CMC MOTOCROSS, Irwindale, Cal. Open: 4:30, sign by 6:30, race 7:30. $5 per class and CMC license.

SHORT TRACK, Sonoma-Marin Frgrnds., Petaluma, Cal. D-36. Ride: $3, watch: $2.50. Class C traction. Sign: 5, prac: 6, race: 7:30. 707/762-8581.

MOTOCROSS, Boise, Idaho. Open: 4, race: 7. Ride: $2, watch: $1.50. Camping. 208/344-3041 or 375-6863.



SUNDAY MX EVENTS

Beginners, Juniors, Intermediates, Seniors
PLUS
Minicycle, Old Timers, and Powder Puff.
SCHEDULE OF COMING EVENTS
July
29 — $1,000 purse Indian Dunes
August
5 — Carlsbad
12 — Indian Dunes

SILENCERS REQUIRED. Sportsman classes $5. mail, $10. post. Seniors $10. mail, $15 post. All entries must be received no later than Friday before each event. A.M.E. membership, & 3 number plates required. Gates open 6:30 A.M., Practice 8 A.M., 1st race 9 A.M. MAIL ENTRY TO A.M.E. 13004 S. Washington, Hawthorne, Calif. 90250. 213-675-1922. Monday thru Friday 1-6 P.M.

FRIDAY NIGHTS M.X. INDIAN DUNES

no mail entry
Post entry at track $5. post Sportsman, $10. Seniors. $2.00 track admission. 20% trophies. 100% pay-back to Seniors. Sign-up 6 P.M. Practice 6:45 P.M., 1st race 8 P.M. sharp. Phone MON thru FRI 213-675-1922.

EVERY SATURDAY MX INDIAN DUNES

(Spectator admission [illegible] when accompanying a comp[illegible] track). Sportsman classe[illegible], $7 post, Senior class[illegible] $12 post. Sign-up [illegible] Practice 8 A.M., 1st race [illegible] M. Info Mon-Fri. 213-6[illegible]922;

Cancelled until October

SPILLWAY CYCLE PARK
Santa Maria, California

1st Sunday of each month, A.M.E. sanctioned M.X. events. Sportsman classes $5.00 Mail, $10.00 Post, Senior Classes $10.00 Mail, $15.00 Post. 20% trophies sportsman. 100% payback to Seniors. Mail entries to Spillway Park 3292 Ferndale Drive, Santa Maria, Calif. 93454. Phone 805-937-4043 1-6 P.M. M-F.

Desert

JULY 22
HARE SCRAMBLES
Lucerne Valley
9 am start

JULY 29
HARE SCRAMBLES
Kramer Hills
17 miles no. of Adelanto
9am start

AUGUST 5
TROPHY SCRAMBLES
100% Trophies $8.00 entry
Stoddard Wells
9am start

AUGUST 12
HARE SCRAMBLES
Lucerne Valley
9am start

Beginners-Novices-Jr-Ex
School Boy Class (under 16 yrs. old)
Veterans (over 35 yrs)-PP-Mini

20% BRASS & FINISHER PINS
At all Events

CRC 714 688-1291 213 830-7519

DRA Desert Racing Assoc

DRA presents a
Hare & Hound
2-separate 25 mile loops
Beg.-Novice-Amateur-Expert
20% Brass — groovy pins
DRA points — sign up Sat & Sun am
Start 8:30 am Arrive early
AUGUST 5th
Limed from Lucerne
to Soggy Dry Lake area
4/wheel rescue crew's
Safety Communications Aid Team
Ambulance, Catering, Restrooms
Info: 714-346-9335

And on the seventh day God created...

MOTORCYCLES

SATURDAY, AUGUST 25

SEMI-PRO SCRAMBLES, Triple 'M' Raceway, Marysville, Cal. AMA. Sign: 4pm. $2.50 ride or watch. $200 purse for Ex and trophies for Sptmn.

CRC MOTOCROSS, Arroyo Park, Devore, Cal. Beg; Nov; Int; Ex. 20% trophies same day. 714/688-1291 or 213/830-7519.

SUNDAY, AUGUST 26

RRA MOTOCROSS, Rawhide Park, Cal. Start: 9am. Enter: $6. Beg/Nov/Int/mini/Oldster. 40% trophies. 213/921-5466.

AMATEUR SCRAMBLES, California Rodeo Grnds., Salinas, Calif. Open: 7, prac: 7:30, sign by 9, race: 10:30. D-36. Enter: $2.50. Benefit race.

ENSENADA 300, Santa Tomas, 28 mi S of Ensenada. 5/58 mi loops. Enter: $200/$5/$10. $120 plus back per entrant. Baja Racing Assoc., Box 1803, Calexico, Cal. 92231. 903/762-2948.

SWAP MEET, Rose Bowl, Pasadena, Cal. 9-3. Watch: $1, race: $5. 213/588-7310.

ACA ROAD RACE, Willow Springs, Cal. West of Rosemod. Mail $10 to 1409 Cypress Pt. Rd., Placentia, Cal. 92670. Post: $15. 714/524-6984.

CMC MOTOCROSS, Indian Dunes, Valencia, Cal. Sptmn mail $5/Ex: $10 to Box 1402, Costa Mesa, Cal. 92727. Post: $10/$15. 100% back to Ex. Gate: 6:30, prac: 7:30, sign by 8:30, race: 9.

WEDNESDAY, AUGUST 29

CMC CLASS A SPEEDWAY, Orange Cnty Rcwy., Sand Canyon Rd, from I-5. Adm: $2.75. Start: 8pm.

THURSDAY, AUGUST 30

CMC NIGHT MOTOCROSS, Orange County Rcwy., Sand Cnyn, Rd. from I-5. Open: 4:30, sign by 6:30, race: 7:30. $5 entry per class and CMC license.

FRIDAY, AUGUST 31

SHORT TRACK, Sonoma-Marin Frgrnds., Petaluma, Cal. D-36. Ride: $3, watch: $2.50. Class C traction. Sign: 5, prac: 6, race: 7:30. 707/762-8581.

SATURDAY, SEPTEMBER 1

CRC MOTOCROSS, Arroyo Park, Devore, Cal. Beg; Nov; Int; Ex. 20% trophies same day. 714/688-1291 or 213/830-7519.

MINICYCLE RACING

REGULAR SCHEDULED

1st & 3rd SUNDAYS

INDIAN DUNES, Sign up 8:30 A.M. Classes For All Riders. Trophy Dash For MOD and Stock. N.M.A. 213 887–4520

2nd SUNDAY

SADDLEBACK PARK, Sign up 8:30 A.M. Classes For All Riders. Trophy Dash For MOD and Stock. N.M.A. 213 887–4520

EVERY TUESDAY

TROJAN SPEEDWAY, Sign up 6:00 P.M. Close 7:30 P.M. 213 923–9132

1st & 4th SUNDAYS

SADDLEBACK PARK, Sign up 8:30 A.M. MINI–WORLD 714 552–7643

EVERY FRIDAY NIGHT

INDIAN DUNES, Sign up 6:30 P.M. Classes For All Riders. Trophy Dash N.M.A. 213 887–4520

SUNDAY, SEPTEMBER 2

AMA MOTOCROSS, Lake Madera, Cal. Sign: 7:30, race: 9. Enter: $5. Watch: $1.50. Trophies at track.

MOTOCROSS, Rawhide Park, Elsinore, Cal. Open: 5am, sign: 7, race: 9. Enter: $6, Ex: $10., 100% back. 40% trophies. Camping. 213/921-5466.

Political Enduro Checkpoints

PUBLIC MEETINGS

On "Master Plan" for East Bay Regional Park District (Alameda and Contra Costa Counties) bike parks. A chance to open some land in Northern California. For more information see "Cycle News, North section."

July 25	Hayward, CA	Public Works Dept. Planning Commission Meeting Rm. Room 111 399 Elmhurst
July 26	Berkeley, CA	City Hall Council Chambers Grove St. & Allston Way

All meetings start at 7:30 P.M.

1973 AMA NATIONAL EVENTS

7/29	Monterey, Cal.	RR
8/3	Hinsdale, Ill.	ST
8/5	Jefferson, Pa.	HC
8/5	Peoria, Ill.	TT
8/12	Terre Haute, Ind.	1/2
8/19	Long Pond, Pa.	RR
8/25	Indianapolis, Ind.	Mile
9/2	Talladega, Al.	RR
9/9	Atlanta, Ga.	Mile
9/16	Charlotte, N.C.	RR
9/30	Ontario, Cal.	RR
10/6	Gardena, Cal.	1/2

1973 AMA NATIONAL MOTOCROSS CHAMPIONSHIPS

8-12	Whitney, TX
8-18	Pocono, PA
8-26	Sligo, KY
9-1	Talledega, AL
9-9	New Orleans, LA

We're NOT all ANGELS — just motorcyclists

INDIAN DUNES PARK

JULY 29

SOUTH vs. NORTH MOTO-X

$1,000 00 PURSE

(Minimum Guaranteed Purse)

40% TROPHIES
To All Sportsman Classes – 3 Foot 1st Place Brass

AMERICAN MOTO-CROSS A.M.E. INC. ENTERPRISES

Beg-Jrs-Int-Vets– Minicycles & Powder Puff –– $7.00 Mail – $10 Post.

SENIORS: $20.00 MAIL – $25.00 POST

GIANT TEAM TROPHY & CONTINGENCY AWARDS FROM "STEED"

Mail Entries To: AME, 13004 S. Washington
Hawthorne, Calif. 90250
Phone: (213) 675-1922

Regularly Scheduled Racing Events:
Every Tues. Night: CRC MX
Every Fri. Night: AME MX
& NMA Minibikes & Mincycles
Every Sunday: BCA-AME-CRC-CMC

INDIAN DUNES PARK

Where 600 acres of fun are open 7 days a week from 7 A.M. 'Til Dark.
Located on Hwy. 126, two miles West of the Golden State Fwy.

INFO (805) 259-8000

AMC

AMERICAN MOTOCROSS CLUB INC.

NOW! NO MORE MEMBERSHIP REQUIRED!

NORTH SUNDAY MX
PRESENTS
NORTH
July 29 – Saddleback
Aug. 5 – Arroyo
Aug. 12 – Saddleback
Aug. 19 – Carlsbad

No Membership Fee
No Mail Entry
40% Trophies
$5.00 entry at gate.
100% pay back to experts.
GATES OPEN AT 6:30 a.m.
RACE STARTS 9:00 a.m.

BEGINNERS - SCHOOL BOY CLASS (under 16 yrs. old) - NOVICE - INTERMEDIATE - EXPERT - OLDTIMERS - MINI - POWDER PUFF

NEW ADDRESS:
17835 Skypark Circle, Suite "O", Irvine, Calif. 92707
(714) 979-9233

CRC california racing club
membership not required

MOTOCROSS

40% trophies awarded same day. Results after each moto. Tape recorded scoring. No mail entries. Gates open — 7:00, Practice — 8:00, 1st Race — 9:30.

JULY 29 – DE ANZA
AUGUST 5 – DEADMAN'S POINT
AUGUST 12 – ARROYO
AUGUST 19 – INDIAN DUNES

BEGINNERS - NOVICE - INTERMEDIATE - EXPERT - MINI - POWDER PUFF - SCHOOL BOY CLASS (under 16 yrs old) OLDTIMERS
(714) 688-1291 (213) 830-7519

SADDLEBACK park

NOW EVERY SATURDAY
SUPER FUN MOTOCROSS SADDLEBACK PARK

BEGINNER-NOVICE-JUNIOR-INTERMEDIATE-SENIOR- EXPERT-
OLD TIMERS NO MEMBERSHIP REQUIRED MINIS

No mail entry • Just $5.00 to race • 3-20 minute motos
Gate opens 8:00am — Practice at 9:00 — 1st Race 10:00
Experts $10 entry — 100% payback. This event is run by Super Fun Motocross. For info (714) 979-9233.

IRWINDALE RACEWAY
EVERY FRIDAY NIGHT
MOTOCROSS

CMC RIDE WITH THE BEST

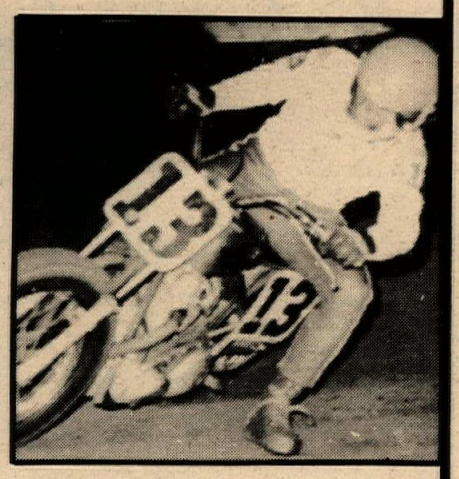
D-37 Races Are Heavy!!
Desert Racing Assoc. Races Are Challenging — Safer — An A Whole Lot More Fun
Try It — You'll Like It

RIDE SRA EVENTS
JUST FOR FUN !!!
(213) 320-1015

J.C. AGAJANIAN'S

Ascot *Presents*

AMA PROFESSIONAL HALF MILE RACING EVERY FRIDAY NIGHT



FIRST RACE 8:30 P.M.
Info.: (213) 321-1610
(213) 323-9710

Pit gate opens:	5:30 P.M.
Spectator Gate:	6:00 P.M.
Practice:	6:30 P.M.
Time Trials:	7:00 P.M.

'Home of the National Numbers'

18300 South Vermont, Gardena, California.

SAVE $1.00 Clip from Cycle News and bring to box office for $1.00 discount on any adult admission at any Ascot motorcycle event. Bring a friend and save $2.00. Offer expires August 10, 1973.

COCKS CROW ENDURO

AUGUST 19

1st rider starts 7:01 am
Sidewinder Road — Barstow, Cal.
20% Trophies — Finisher Pins
A, B, C rider welcome. Classes for Under 16 & +35. 100% Trophies for PP & Minis.
Send 2 SASE & $7.50 to CRC, 6625 Dorinda, Riverside, Ca. 92503.
Post Entry $8.50. Fun course.

CRC (714) 688-1291

BAYMARE MX

PACIFIC MOTOCROSS ASSOCIATION
(NO MEMBERSHIP REQUIRED)
SILENCERS MANDATORY

SUNDAY
JULY 29

ALL CLASS MOTOCROSS
Minicycle Also
Beginners, Juniors, Intermediates, Experts. 40% Trophies to Novices, 100% payback Experts, Powder Puff & Over 35. Sign Up 7 am, Practice 8 am, Race 9 am.
Follow 101 to 23 at Thousand Oaks, travel north to 118. Left four miles to Balcom Canyon, Right to Bixby Rd. to end. Info: (805) 482-5220/647-4657.

WANT ADS

PRIMO HUSKY '72, 360 8 SPD.
Why buy a beat one? Only 800 miles, $795 or offer...must sell. (213) 659-1667. (29).

H.D. BAJA 125cc, BULTACO 175cc Campera. Both top condition. $350.00 each or trade for trials bike. (213) 963-4757. (29)

1972½, 350 PURSANG, COMPLETE less engine. Good shape, $300.00. Bill Calicura, Concord, Calif. (415) 686-4746, call anytime. (29)

SUPER CZ '72
125 racer, porting and reed by House of Honda, plastic tank and fenders, Konis, Femsa, 3:50x18 Cheng Shin, everything. Call anytime, Mark (714) 756-2639. (29/2x)

TRICK YAMAHA 250
Lowered frame, 21" Akront, plastic tank, P.P. fenders, new tires, hi comp. head and piston, 32 Mikuni, MX pegs, many extras, super fast! $395. (213) 534-2673. (29)

HONDA MECHANIC
Excellent opportunity for qualified man to manage Honda dealership shop. Salary guarantee. Full Medical & Life Insurance paid. Where the action is in smog free Mojave Desert. (714) 256-8938. (29/3x)

1973 SUZUKI TM 125
Bought 5/73, excellent condition, hardly ridden. $650 or best offer. (714) 837-9346. (29)

YAMAHA 80-YG1. Excellent condition, hi-compression head, expansion chamber, desert pegs, fork brace, and many spare parts. Have complete street equipment, helmet too. $125 firm. (213) 768-0991. (29)

'73 FACTORY 125 PENTON
Ported-polished, matched cases, pipe, 30 Bing, plus more goodies. (213) 444-4117. (29)

400 HUSKY
'71½, 400 Husky, real clean, low miles. Some extras, exlt. mechanical cond., $800. Call after 7 p.m. (213) 836-1575. (29)

FREE DUNE BUGGY TIRES!!!
With purchase of my 1970 Myers Tow'd Duner, street legal. (213) 355-9379. (29)

'70 CZ, 360 BORED to 380. Mikuni, Konis, Filtron, P.P., skid plate, all factory tools, great desert bike, excellent cond., fast, $600.00. Small 2 rail-bike trailer, $50.00. (714) 897-6613. (29)

1972 RICKMAN NOGUCHI 125
Excellent condition, '73 engine, many extras, $775.00. (714) 793-2474. (29)

400 HUSKY — '70 good condition, $700. (213) 794-7046 evenings. (29)

BULTACO 1967, LOBITO 100. Recent top end, 1st over, chamber, Filtron, Pettys, new chain, silencer, new Mavrick shocks, $165. (213) 762-8050 before 9 p.m. (29)

'72½ CUSTOM 125 PURSANG
Kal-Guard sprayed, Mikuni, custom reed, Diamond chains, Soundmaster, Buchanan spokes, new Honda seals, Filtron, fresh engine, extras, $600. After 5 (714) 982-3074. (29)

'71 OSSA STILETTO
250, 5 speed, fiberglass, like new, clean and quick, $595.00. (714) 595-4101. (29)

NEW TA 125 Yamaha road racer, never ridden, $1200. (213) 377-4331. (29)

'70 OSSA STILETTO
Only 10 hrs. on rebuilt engine, low and top end, new sprockets, chain and tires. Fiberglass and bike in excellent condition, $525.00. (213) 941-2054. (29)

'72 YAMAHA 250 MX
Desert ready, $600.00. After 5 (213) 846-3656. (29)

LATE '72, 125 HUSKY
Bike is super clean, and loaded with extras, hardly ridden. Plus a free helmet, Bell Magnum with purchase. All for $699.00. Nick — after 6:00 (213) 446-1428. (29)

'72 SUZUKI TM 250 MX. Curnutt shocks, Bassani pipe, new Full Bore tire, engine lowered by Wheelsmith Eng. This bike is too clean to be called used. Call after 6:00 p.m. (213) 322-8942. (29)

CHECK POINT M.C. IS DINGY
470 Santa Paula is not their mailing address. Check D. 37. (29)

HAPPY BIRTHDAY KEITH HART
Keep the front end up and up and up. — 558T. (29)

PARTS & SERVICES
Complete Pursang wheels, skid plate, frame, intact engine, '73 Yamaha stock tank. Also recover dirt bike seats, padding added. Jim (213) OX 5-5721 anytime. (29)

'72 PENTON 125. CUSTOM PIPE and side panel, 2 tanks (MX and desert), Preston Petty fenders, extra gearing, raced very little, $595.00. (213) 342-6989. (29)

1972 125 PENTON
Showroom condition, $800.00. (714) 628-5205. (29)

SPEEDWAY
'66 Eso Jawa, all chrome, race ready, and some spare parts, $800 firm. (714) 828-7245. (29)

SALESMAN OR WOMAN — National motorcycle accessory firm, young company — with new approach. Real opportunity to build to great earnings. Want ambitious, self-motivated, hard worker. Company vehicle furnished. (213) 769-8020. (29)

ROLLY FLORKE
Happy belated Birthday from all of us except for Willi Bauer's successor. (29)

WANTED IMMEDIATELY
1—Experienced Service Mgr.
1—Journeyman Mechanic.
1—Experienced Partsman. Top salary & benefits, San Francisco Bay Area. Submit resume with first reply. Dealers for Yamaha, Triumph, Norton & BMW. Cycle Sports, 2355 El Camino Real, Santa Clara, Ca. 95051. (408) 247-1313. (29)

SUZUKI 1971, T125 Twin street bike, $175. (213) 762-8050 before 9 p.m. (29)

DESIRED
Sachs rider, exhausted from riding whole moto on rear wheel, seeks front suspension for 125 Sachs. Would prefer the Springer variety. Buy/trade/borrow/steal/lend/lease. Starts are so hard. Call (213) 397-4972. (29)

1973 YAMAHA 250 MX, very clean, $750. (714) 492-5635. (29)

TRIALS CALENDAR

American Trials Assoc. (A.T.A.)

JULY 29 — Plonkers at Rawhide Cycle Park, Elsinore, Ca. 213-830-3516 or 714-544-0204
SEPT. 9 — S.C.T.A.
SEPT. 23 — Plonkers
OCT. 7 — S.D.T.R.

Watch Calendar of Events for details

FREE CALENDAR LISTING!

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone.

Cycle News CALENDAR
P.O. Box 498, Long Beach, CA 90801

PLEASE TYPE OR PRINT LEGIBLY

Date _____
Type of event _____
Sanction _____
Location _____
What time _____
Entry fee _____
How to get there _____

Additional information _____

CLIP AND MAIL TODAY!

WANT ADS

YAMAHA 1973 DT-3 MX. Like new, Boyd & Stellings wing arm, 34mm Mikuni, Curnutts, desert tank, K&N filter, $850.00. Call (213) 695-4725. (29)

FREE DIRT RIDING this Saturday noon to dusk. 1½ hours from LA, 17 miles south of Hemet. Call Greg, evenings for reservation (213) 371-3421. (29)

1964 FORD Van, Cragars, Hi-Jackers, shag, stereo, paneling. $995. (714) 628-5205. (29)

'73 500cc MX YAMAHA '72 250cc MAICO

Both with every extra for motocross. Must sell — best offer. (714) 524-0945. (29)

1969 MOTORCYCLE TRAILER

5 rail ramp, spare tire, tool box, shock, springs and turn buckles. (213) 530-2745. (29)

'72 SUZUKI 125

XInt condition, dirt ready, many extras! $385 or best offer. (213) 349-4622. (29)

1972¾, 250 BULTACO PURSANG

Excellent cond., 350x21 Cheng Shin, 2 tanks, desert and Moto-X. Raced once and hanging it up, $650.00. (213) 698-6364. (29)

125 YAMAHA MX & TT PARTS

19" Akront laced to make hub, stainless spokes, perfect, $45. Frame, $45. Fr. fender, $3 W/ratio trans, $5. ¼ throttle, $4. Conley downswept w/silencer, $25. Bassani Torque pipe, $10. 11½" Mavricks, $15. 30mm carb & adapter, $20. TT ported, polished barrel, head, piston, 30mm carb, $50. New Chippewa high lace boots, $20. Moly bars, $3. Larry (213) 530-1127. (29)

2 SUZUKI R.V. 90's, ridden only twice. $425.00 each, or take both for $800.00. Also '64 CORVAIR, for Dune Buggie parts, $150.00. (213) 832-0643. (29)

BULTACO Pursang, 1968, $300.00. (213) 335-4762. (29)

'72 PURSANG 125 — LOADED, fast & reliable. 100% rebuilt — better than new — but looks stock. Gotta sell, $575.00. (213) 377-0774. (29)

'70, 400 HUSQVARNA. PLASTIC FENDERS, new tires, Honda fork seals, new seat cover, Filtron, short shifter, silencer, fast, extras, good cond., $675.00. (714) 825-4282. (29)

BULTACO 250, Motocross ready, new tires, rings, Konis, paint, and more, $475.00. (805) 736-4141. (29)

250 MONTESA 5 SPEED, '71

MX or desert. Bills force sale. Down pipe w/silencer, Akronts, good slider and fast. This bike has not been raced in any event! $500.00 or best offer. Call anytime (213) 831-2628. (29)

'71 BULTACO 125 SHERPA S

New engine, all the extras. Ceriani forks, Koni shocks, Perelli knobbies, expansion chamber, Preston Pettys. $400 or best offer. Bill (213) 360-2324. (29)

1973 HODAKA SUPER RAT

Curnutt shocks, P.P. fenders, Diamond chain and more! Immaculate, $400.00. (213) 986-7323. (29)

'73 BULTACO 125

32 carb, Arnaco shocks, aluminum number plates, intake and piston work done, super quick, poles the Suzukis and Hondas. Much more to tell. Also '73, 100 Yam. (805) 482-4488. (29)

SUPER TRICK BULTACO 125 MX

Late 1971, ported, Reed valve, 32mm, Diamond chains, Pettys, rebuilt shocks. Extra swingarm, chamber, side case, sprocket, etc. Very clean, real cherry. First $425 takes. (714) 837-9346. (29)

BARGAIN HUSKY!!

1966, 250 good condition, recent top & bottom, Mikuni carb., lighter than new 250's but shorter wheelbase. $275. (213) 762-8050 before 9 p.m. (29)

CZ 380. NEW PISTON & bearings, Akronts, Konis & tank, clean, $650/offer. Boyd & Stellings CZ frame, complete, plated, $400. CZ forks, $100. (714) 673-4944. (29)

DKW ENDURO '73

Wife's bike, excellent condition, street licensed — $675. (213) 532-7631. (29)

CZ 400 PERFECT THROUGHOUT

When you see and hear it, you'll buy it. In service, must sell now. Seldom ridden, Bassani, Akront, etc. XInt. buy. Ask for George, Days (213) 245-8761 ext. 368, Nights (213) 845-0516. (29)

'71 KAWASAKI 500cc, xInt. throughout, never dumped, $450. (213) 372-6621. (29)

FOR SALE RAT AND STILETTO

'72, 250 Ossa Stiletto, racing bearings, excellent condition, $675. '71 Super Rat, low mileage, Akronts F&R, Pettys F&R, Filtron element, and more. $350. Call Ruf (213) 457-2165. (29)

FACTORY OSSA TT & FLATTRACK

Factory road racer engine, 31 h.p., 175cc, chrome frame, Konis, Trackmaster tank, Sexton pipe, guaranteed winner. I have changed sponsors. $400 or best offer. (714) 245-4808 ask for Rich. (29)

KAWASAKI 120, great condition, dirt, must see, $225.00. (714) 642-6246. (29)

WANTED MAICO BASKET CASE

Want 250 engine or complete bike. Call after 4:00 (213) 289-4042. (29)

MOTO-CROSS TRAINING CAMP

6 days of MX instruction and physical conditioning at Indian Dunes. Aug. 6 to Aug. 11. Taught by Russ "The Professor" Darnell. $75 per week. Details call: (213) 768-6007. (29/2x)

'72½ CZ 250

Konis, Akront with Cross 4 wheel, Mikuni, plastic tank, Rahm fenders, Unis, Filtron, pipe, super fast, reliable and in excellent condition. Must sell, $825 or best offer. (805) 642-4014. (29)

BRAND NEW '73 HONDA SL 100, only 58 miles, excellent condition. $550 firm. After 5 (213) 635-9597. (29)

'73 HODAKA 125 WOMBAT. Handles bitchen, $1000.00 invested, under 180 lbs., ported, reed, high compression head, 62 tooth sprocket, super fast, tank is red. $500.00. (714) 537-5556. (29)

GET SERIOUS, '71¾ HUSKY 250

Immaculate, lowered frame, cherried out by Malcomb Smith. Only $700.00. (213) 368-2389. (29)

KROBER FOR TD2-B

Machined and ready to put on. Will trade for stock TD2-B ignition plus cash. Call Ryan after 5 p.m. (805) 323-6324. (29)

MONTESA 360

Super dependable desert scoot. Must sell, $350.00. (213) 348-9147. (29)

1973 YAMAHA 250 MX

Like new! Webco fork springs, Girling shock springs, "Uni" air filter, Trelleborg 4.50x18, unbreakable levers, J&R silencer. Must see! $800.00 firm. (714) 995-2051. (29)

'72 YAMAHA 250 MX. CURNUTTS, ported, 32 Mikuni, milled head, fast and very reliable. (714) 535-4702. Terms $695.00, cash $595.00. (714) 535-4702. (29)

ALL MUST GO

'68 Ford Ranchero, V8, stick, new mags & wide treads, P.S., P.B., twin exhaust, full Tonneau, radio, heater, fantastic cond., $1200.00. '72 Kawasaki, 100 MX, P.P. fenders, new knobbies, Bassani chamber, super sharp, $325.00. '72 Kawasaki, 175 MX, Bassani chamber, new knobbies, excellent cond., $400.00. Sat.-Sun. call (213) 652-7750. Mon.-Fri., after 6:00 p.m. call (213) 399-4959. (29)

TIME FOR A QUICKIE

Honda Elsinore, 5" Curnutts, Diamond chain, Goodyear 450x18, Full Bore 315x21. Spares include tires, rings, plugs, etc. Injury forces quickie, $975. (714) 888-3362, no trades. (29)

YAMAHA MECHANIC WANTED

Must be fully experienced. Call or write Harley-Davidson Yamaha L.A., Dick Hutchins, 2531 S. Main St., Los Angeles, California 9007. 1-(213) 749-6235. (TFN)

MOTORCYCLE PARTS and accessories store for sale. Complete with fixtures and inventory. For further information write: P.O. Box 2365, Alhambra, California 91803 or phone (213) 284-0558. (29/2x)

MECHANIC WANTED

Only experienced 2 and 4 stroke need apply. Live in sunny Santa Barbara. Top pay for top man. Suzuki of Santa Barbara, No. 1 South Milpas St., Santa Barbara, Calif. 93103. (805) 966-0111. (29)

17 FT. TRAVEL TRAILER

Extended tongue, removable rear rack, carries two bikes with ease, sleeps eight, lots of room, very clean. Asking $995.00. See to appreciate. (213) 352-5767. (29)

JAP TRUCK

1972½ Ford Courier, cabover camper shell, mag wheels, 13,000 miles, excellent cond., used for hauling bikes, $2145.00. (213) 833-0419. (TFN)

200 PIECE METRIC NUT and bolt assortment in divider box, $1.25 each. Mikuni carbs., 22 and 26mm spigot mount, $6.25 each. Yamaha forks, fits 80, 90 and 100, $10.00 each. 3 — stage ignition switch with keys, $2.00 each. Aluminum lever handles, $.40 each. All items new. Send check to Rhodes Motorcycles Ltd., 818 E. Mission Dr., San Grabriel, California 91776. (29/2x)

'72½, 250 CZ, electronic ignition, Sunburst head, Akronts, Mikuni, '73 tank, etc. $825 or best offer. (213) 596-7142. (29)

'73 YAMAHA 500 SC

3.8 Dino tank, excellent cond., skid plate, 7 times out, never raced. Bad knees, must sell, $900. (213) 679-2279. (29)

360 — UNDER $550

'71 Yamaha — J&R chamber, 21" Akront, K&N bars, Pettys, Konis, Filtron & extras. $540 firm. (714) 979-6549. (29)

HONDA 100, good cow trailing bike, new engine, $200. (213) 280-1559. (29)

YAMAHA 125, 1971

Excellent condition, many extras, Pettys, knobbies. $325 or best offer. (213) 454-8681.

REDLINE FRAME TT OR ½ MILE

with or without 500 BSA engine. Has everything! This is a winner. Must sell this week — Call for details (213) 532-7631. (29)

GOING IN AIR FORCE

'69 Bultaco Pursang. Must sell. Desert tank. Needs work. $225 or make offer. Phone Kevin (213) 675-5403. (29)

PURSANG 125! AN UNBELIEVABLE Bul, almost $700 in extras and mods. Ported, polished, 34mm Mikuni, PP fender, plastic levers, many more. Yours for $595 or best offer. (714) 998-2640. (29)

BEST EVER SALE

4—1973, 500 SC Yamahas, $1075.00. 4—1973, 250 MX Yamahas, $950.00. 2—1973, 450 CR Huskys, $1345.00. 1—1973, 360 RT Husky, $1250.00. 1—1973, 360 End. Husky, $1095.00. 1—1973, 450 DM Husky, $1475.00. 1—1973, 100 B Hodaka, $395.00. 1—1973, 125 Monark, $795.00. 1—1972, 250 Reed Valve CZ, $825.00. 1—1972, 400 CR Husky, $945.00. 2—1972, 450 Husky, $1050.00. 1—1971, 250 Reed Valve Husky, $725.00. 1—1969, 250, 8 spd. Husky, $625.00. (213) 337-6811. (29)

WHO IS HENRY SAUNDERS

selling his fast '73, 250 Yamaha MX to? Trelleborg tires, turn down fork tubes, many other parts for sale. (Call) Henry (213) 284-3082. $850.00 or best offer. (29)

'72 KAWASAKI 750, 1973 CARBS., 2 mo. old, 1800 mi. $950 or take over payments. (714) 897-4227. (29)

DESERT TANK

Brand new, 3½ gallons, plastic yellow desert tank, $40. (714) 897-8964. (29)

1972½ CZ 250

Engine super stock, no bore, no porting, Honda fork seals, JH pipe, like new. See this one before you buy, $850.00. Call (714) 557-8779. (29/2x)

'73 YAMAHA DT3-250 MX, 2 tanks, Trelleborg, fast, $795.00. (714) 537-1930.

'72 HUSKY 400cc C.R., 5 SPEED. Plastic fenders, Filtron, Honda seals, skid plate, new rear tire, and new piston & ring. Raced one enduro, excellent condition. Best offer takes. (213) 459-1227. (29)

'71¾ YAMAHA 90 MX. Bored to 100 MX, Akronts, Diamond chain, sprockets, Pettys, knobbies, custom paint, fork brace, 26" mm carb., MX bars and pegs. Ready for anything, $325. (213) FA 6-8265. (29)

'71 MAICO 250, CLEAN, runs strong, Wheelsmith, Akront, extra fenders, ORV sticker, $595.00. '71 YAMAHA, 250 MX, good condition, ORV sticker, $450.00. (714) 962-5182. (29)

"HAPPY BIRTHDAY"

Doug Perrault (29)

'70 YAMAHA/EAGLE 250 MX. Desert ready, big tank, extra padding, extended swing arm, off road registration, new Konis, sprocket, tires. Best offer. (714) 734-0566. (29)

CUSTOM HITCH for El Camino. Extra heavy duty, perfect condition, 2 inch ball. Cost $120 new, steal at $60. No welding involved, just bolt on. (213) 988-5093. (29)

'72 BULTACO Pursang 125cc, 34mm Mikuni, many extras, $525. (714) 985-3075. (29)

1971 DKW

Great cond., AKR, Curnutt, K&N bars, Bailey pipe, $550. (213) 446-6053. (29)

1972, 400 CZ LIKE NEW. Akront rims, transistorized ignition, 36mm carburetor, $1,100.00. Also 5 rail bike trailer, new, $375.00. Evenings (805) 527-4153. (29)

THE MONO BROS. HODAKA!! Got leading links, Girlings, 24mm carb., straight cuts, Pettys, pipes, porting, lowered pegs, quick, high compression, skid plate, Filtron, never raced. $1500.00 invested, many extras, only $450. (213) 645-2711. (29)

SUPER CLEAN 125 YAMAHA MX

'71, large tires, fork brace, sprockets, excellent condition, $350. Evenings (213) 861-2765. (29)

'72 SUZUKI TM250 MX

Excellent condition, Pettys, ported, new piston, rings, bearings, oil injection removed, cut pipe with Skyway silencer, runs great and fast. (213) 944-3071. (29)

NEW 250 MX

Ridden 4 times, '72 Montesa Cappra. Set up for racing with extra goodies, $750.00. Call (714) 637-4641. (29)

2972 YAMAHA 90. RUNS GOOD, "Pottie Bike", never raced, $250. 250 DT-1 engine with many xtras, make offer. Akront rim & hub cheap. (714) 531-8320. (29)

TRADE HUSKY

Trade '70¾ Husky 400 Cross in excellent condition for '72, 250 Pursang in like condition. (805) 922-2473. (29/2x)

1973 HONDA ELSINORE 250

Perfect condition, never raced — $1250 or best offer. (714) 985-8952. (29)

'73, 80 MX YAMAHA

Son too small to ride, still has some of first tank of gas, no fall. What can a five year old do? $250.00. (714) 968-5694. (29)

'73 YAMAHA 360 MX

3.8 Dino tank, skid plate, raced 3 times (Enduro & 2 H&H). New in April, $800. (213) 679-2279. (29)

DEALERSHIP FOR SALE

Yamaha and Maico, including land, building, rental income, fixtures, equipment, cycles and parts inventory. Approximately $25M yearly net. Excellent location with great potential for increased volume. Near Ventura County, drawing area over 200,000. Owner ill. Priced to sell. Good terms. Gribin Von Dye (213) 788-3025. (29)

1969 SACHS 125

Completely rebuilt, and very fast, $400.00. After 6 p.m. (714) 544-2617. (29)

PENTON — MARIN COUNTY

Sales — Service — Parts — Hi-Point accessories. Largest parts inventory in Bay Area. Penton 175 Demo, Akronts, spares, $875.00. (415) 479-6120. (29)

'72½ PENTON 125, XLNT. CONDITION, very fast, 6 spd., shifts perfectly new motoplat, modified pipe, many extras. Must sell, $650. Simi Valley (805) 522-0391. (29)

SERVICE MANAGER WANTED

Kawasaki, Maico, CZ, Penton
Grand Prix Cycles
San Jose area (408) 246-7321. (29/2x)

'71 HUSKY 250, 8 SPEED. K&N carb. & fork mods., skid plate, Filtron, new tires, tools, extra cables, off road registration. Best offer. (714) 734-0566. (29)

'72 HUSKY 450 WR OCT. '72

Back Injury — MUST SELL. New engine, Curnutts, new seat, new chain, like NEW! Perfect condition, $1095 or best offer. Jim (714) 830-4392. (29)

1972 SUZUKI 185, XLNT. COND. 181 miles, never raced, O.V.R. lic. Including all street equipment. (213) 691-7852. (29)

SUPER WOMBAT 125

1972 Wombat set up for street, low miles. Many extras for dirt rider. Plastic tank, knobby tire, rear wheel complete, K&N filter, expansion chamber, shocks. (213) 676-6629. (29)

MECHANIC WANTED

For Suzuki & BMW. Must be experienced. Also partsman. 19735 E. Garvey Ave., El Monte, Calif. 91733. (213) 579-3360. (29/2x)

MATADOR LATE '72 SIX DAYS

Low miles — special work. Best offer. (213) 532-7631. (29)

1972 BULTACO Pursang, excellent condition. Must sell, make offer. Evenings (213) 839-0028. (29)

SNUGGLER SMUGGLER

14' Smuggler trailer, xInt. condition. Sleeps 6, seats 10, carries 5 bikes. Gas stove, oven & refrig. Double stainless sink, electric water pump, large water tank. Built-on tool box, battery & Butane tank. Roll-up awning, window rock-guard, new tires & electric brakes. Perfect for camping or biking, $1650. (213) 894-0079. (29)

'72½ PENTON I.S.D.T. NEW: Tires, D.I.D. rim, chain, sprockets, brakes, cables, wheel bearings, fresh engine, licensed and street legal, $675.00. (213) 842-0128. (29)

WANTED MEMBERS

New Bike Club being formed in the San Gabriel Valley and Pomona Valley areas. Desert riders and racers all welcome. Mini's & Powder Puff also welcome. **Call 714-623-2892.**

MAICO PENTON Montesa
KAR CYCLE
2728 Santa Anita
El Monte, Ca.
(213) 443-5712
10:00am to 6:00pm

ACTION CYCLE
KAWASAKI
HUSQVARNA MAICO
Sales • Service • Parts • Accessories
19322 Beach Blvd.
Huntington Beach (714)968-3306

JIM HUNTER Motorcycle Repair
Specializing in BSA Repairs & Used Parts
Parts
Also Mail Order
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La Habra, Cal. 90631 (714) 525-1504

Puch SUZUKI Norton
Quality Service...Low Prices
Town & Country Cycle
411 S. Brookhurst
Fullerton, Cal.
Now Open 9am - 9pm
871-2460

1936 — 1944 INDIAN Scout, basket case + extras, $250.00. (213) 355-1571. (29)

1973 MAICO 501
Immaculate, engine Kal-guard, Comp-Veniloa piston, balanced. polished, posi-fuel, frame plated, Konis, Filtron. Need money for camper. $1350.00. (805) 273-2061. (29)

125 BULTACO, Sherpa S. Very quick, handles superbly, race ready, $395.00. (213) 472-8909. (29)

MASTER OF THE DESERT '72 DKW
Mint cond., front Akront 19, ported, Curnutt, Filtron, bars, B engine, moto-plat, P.P. fenders. $625.00 or best offer. (714) 776-8194. (29)

CZ 250, '73 5 SPEED
Hardly used — extras — $975.00. (714) 494-5844. (29)

'71 KAWASAKI 250 Enduro, 3500 miles, only street ridden. (714) 897-7984. (29)

A CAFE RACER
It's not, but it could be. Yamaha 350, R5B stock except for Konis, Buco electronic ignition and a Dunlop K-81 tire. 1200 miles on new upper end. $525 or part trade for truck. (213) 821-1466. (29)

1971, 250 OSSA Stiletto, in excellent shape. Will take any reasonable offer. (714) 796-8646. (29/2x)

1972, 360 MX YAMAHA $750.00
Many extras. (213) 390-1029 or (213) 391-9850, Rich. (29)

NEW '72 YAMAHA RT-2 MX
Completely stock, showrm. cond. $700.00 firm. Must see to appreciate. (213) 869-5452. (29)

'71¾ PUCH 125 MX-DESERT
'73 frame, fresh engine, Mikuni carb., T.M. downpipe, plastic fenders, much more. Great condition, superb handling, fast, reliable. Moving to 250 class. $500.00 or offer. (714) 538-2985. (29)

'71 & '72 HUSQVARNA 250's. Both excellent, fast, extras. '71 — $650. '72 — $800. Call days (714) 825-0401. (29)

'72 HUSKY 250 CR, super cond., extras, $795.00. (714) 825-6044. (29)

'73 HONDA TRIALS
Bitchen ass like new. $575.00 or best offer, must sell. (714) 685-8286. (29)

'73 YAMAHA 100 MX
Bought for wife. Terrible mistake! Trade for Honda 100 SL, 1970-71-72 + cash? or sell $450.00 or offer. (714) 839-6756. (29)

3 RAIL bike trailer, 15" wheels, 30" sides, $75.00. (213) 564-4640. (29)

MX OR DESERT
'72, 360 MX Yamaha w/2 comb. & extras — ride either. (714) 686-4539. (29)

1971, 400 HUSKY MX
Doctor's bike, stored past 8 mos. No modifications except for Filtron. Shipped from New Mexico this month. The cleanest '71, 400 Husky in So. Calif. $825/offer. (714) 687-5263. (29)

'73 XL 250 HONDA
Completely stock, extra sprockets and jets, passenger pegs, like rubber grips, trail ridden only. $600 firm for a real cherry. (714) 842-4113. (29)

NEED TRANSPORTATION to the races? Very clean beige '65 Buick Special wagon. Runs bitchen, really! Hijacker shocks, removable cycle rack, good tires and radio. Only $600. (213) 325-8884. (29)

FOR SALE: Suzuki TM250J barrel will fit TS250, $30. (213) 663-4982. (29)

125 BULTACO, $350.00. Femsa, Curnutts, etc. 250 BULTACO, $750.00. New, front-rear engine, desert tank, never raced. (213) 925-2672. (29)

YAMAHA '72, 250 MX. Filtron, ORV sticker, muffler, stock condition, $600.00. (805) 251-1928 (Saugus). (29)

SUZUKI TM400, extras, $400 or trade for good enduro bike. (213) 691-1129. (29)

'72 SUZUKI CHAMPION
Excellent condition, extras, must see, $575.00. (213) 866-9443. (29)

360 YAMAHA MX
'72 — in excellent showroom condition — including Konis, flywheel and new desert tank — $750.00. (213) 943-1142. (29)

TRICK SUZUKI MX'ER
'71 Suzuki 100. Hop-up kit, trick porting, rebuilt engine, 21mm Mikuni, Ceriani shocks, Hooker chamber, Filtron, P.P. fenders, Maguras, chrome-moly bars, Doherty grips, lots of extras, very clean, never raced. Need the cash, $400. (213) 965-5459. (29)

250 HONDA ELSINORE, $1100.00. 1971, 250 BULTACO Pursang, $500.00. 1972 BULTACO Pursang, $500.00. All bikes in excellent condition. (805) 498-6235. (29)

'72 CARABELA 125 MX
Never been raced. Must see to appreciate, runs ex., fast, $400.00. (213) 379-6689. (29)

HONDA MINI TRAIL CT-70. Stock, good condition, clean, off road tag, $100. (Jack) (213) 446-6622. (29)

HONDA '70 YAM. 60 ALL TRICK
S.L. Honda, $300.00. Eng. & tran. all rebit. This bike is race ready. Yam. 60 Mini in top shape, best starter bike, $200.00. Call Lee (714) 549-4141. (29)

'71 KAWASAKI BIG HORN, 350 — new engine & transmission, kit, 93 H.P., chrome, xlnt. finish, shows much care — $595. Phone (213) 645-1614. (29/2x)

SACRIFICE
'69 Bultaco Pursang basket case. Needs new upper end. Clean otherwise. Extra carburetor. $200 or make offer. Phone Kent (213) 675-5403. (29)

1970, 175cc YAMAHA — NEW HEAD, barrel w/reed, tires, gears, paint. Frames lightened, forks extended, $375.00. 21" Akront, complete, $70.00. Alpha shocks, $15.00. (714) 551-1168. (29)

YAMAHA 125 MX, small frame, many extras, perfect shape, $298. (213) 454-4460. (29)

1972, 250 BULTACO PURSANG
Excellent cond., (extras), 2 tanks. This bike is like new, $825.00. (213) 363-0319. (29)

'72 HONDA SL 70, excellent condition — must see, $175.00. (213) 280-1559. (29)

"69" HODAKA 100, "SUPER FAST", Girling shocks, Roher Bros. forks, expansion chamber, 24 Mikuni, ported. "Excellent condition", $190. "A real steal". (213) 284-8083. (29)

1970 HUSKY 360 ENDURO
Low miles! Mikuni carb., Petty fenders, Greenie stickie, other extras, xlnt. condition, $650.00. (213) 378-7236. (29)

WIND MACHINE
Swap for good (over 350cc) road racer or Roadster, (850 Guzzi or BMW) I can take back to England: 28' Swedish 20 sq. mtr. Sloop, Cruiser-racer, sleeps 2-4, Dacron sails, outboard, dinghy, etc. Badly in .need of 6 planks, paint, varnish, enthusiasm. Elegant and fast. (805) 965-0659. (29)

YAMAHA 250cc CAFE RACER
YDS-3 Twin, TD1-B seat, tank. Rearset pegs, alloy cylinders, rims, oil tank, fenders. RR tires, individual instruments, street legal, needs pipes and paint, $200. Evenings (213) 691-1863. (29)

SALESMAN WANTED
Guaranteed $24,000 per year. Apply in writing to Colombo Industries, 1970 Newport Blvd., Costa Mesa, Ca. 92627. (714) 646-2270. (29/3x)

MINI CYCLE SPEED EQUIPMENT
Everything for the mini cycle racer and rider. Send $.50 for catalog. Cal Mini Pro, 13860 Milbank St., Sherman Oaks, Calif. 91403. (29/2x)

1971 DUCATI, new 500cc engine. $650.00 or trade for, whatever? (213) 985-2455. (29)

SUPER TRICK 250 YAMAHA
Just finished TT or Flat Track bike. Lowered frame, Epoxy paint, aluminum tank painted like factory bikes, spool wheel, Girlings, new trans. & top end, etc., etc. $650 or best offer, trade for trials bike or deal for Hodaka or 125cc dirt bike. (213) 861-3481 or 861-1337. (29)

CHAMPION YAMAHA
Chromed "Champion" frame, fiberglass tank & seat, Betor forks, Barnes wheels, disc brakes, spool up front, Pirellis, 36mm Mikuni, B&N reed valve, Akront rims, spare engine and parts. Super fast and dependable — over $2,000 invested, will sell for $1,200 — Super half-miler or TT bike. (714) 827-7541 or 522-7451. (29)

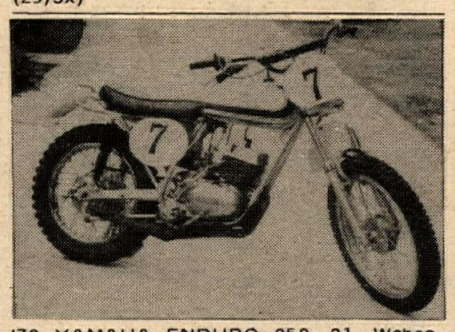
WANTED — HONDA 100
Wanted: Honda CL 100, 1971 (only). Days (213) 679-4511, X. 2472. Eves. (213) 789-6466. (29)

1969¾ CZ 360
New tires and seals. Original condition with extra parts and tools, $625.00. (805) 495-5593. (29)

'72½ CZ 400, Akronts, Konis, many extras, must sell. (714) 546-4306. (29)

CURNUTT shocks, for '73 TM-125 Suz., $35.00. Used once. (714) 525-2163. (29)

HONDA 500cc TWIN
Kitted 1970 CB-450. Clean, powerful, fast, dependable. Low bars, new tires, $485. Bus. (213) 838-3131, Res. (213) 545-5815. (29/3x)



'70 YAMAHA ENDURO 250. 21, Webco, race piston, Filtron, extra engine parts, tools, lowered, great condition, Girling shocks, thousands invested, asking $500.00/offer. (213) 360-7762. (29)

'70 PURSANG — PETTYS, Molly bars, Honda seals, Filtron, Akronts, new 4.60 tire and paint, $475 or best. '67, 100cc BULTACO — Ported, 19" front wheel, $185. Custom 6 bike trailer — '73 lic., new paint, 14" wheels, $300 or best. (805) 526-6541. (29)

FOR SALE: Bultaco 125, '70 Sherpa S, $315.00, must sell. (213) 993-9897. (29/3x)

'70 YAMAHA 250 MX. CURNUTTS, PP fenders, Dez bars & pegs, new rear tire, Patrick Bower, lowered frame, green stickie, $275.00. After 6 (213) 892-6732. No Junk! (29)

1973 PUCH 125 ENDURO. Excellent condition, extras, approx. 500 miles, $525.00 or best or possible trade. (805) 259-4616 or (805) 252-5181 after 6:00 p.m. (29/2x)

YAMAHA 125 in DT1-B frame, two engines, one "Gyt". Evenings (213) 691-1863. (29)

125 BULTACO
Maintained very well. Goodies: Barnett clutch, new pipe, ported by J.D. Services, plastic tank and fenders. Plus Konis. Call Mike after 5:00 p.m. (213) 547-1156. (29/2x)

CHOOSE ONE OF THESE THREE
'70 Yamaha DT-1 dirt, $450. '70 Bultaco 125 Sherpa "S", $425. '71 Yamaha 250 street enduro, $450. (213) 545-4013. (29)

OSSA Pioneer, complete rebuilt engine, super clean, many extras, $350.00. (213) 867-6841. (29)

WANTED Suzuki A100 or AC100. Must have good trans. (213) 591-7159. (29)

1968 HONDA 350
$200 cash. (213) 449-3480. (29)

MOTORCYCLE MECHANIC
2 and 4 stroke experience. Ted Evans Motorcycles, Marina Del Rey. (213) 390-3406. (29/2x)

'71 YAMAHA DT1 MX, 34mm carb., Curnutts, fork kit, new Diamond chain, sprocket, good tires. Runs 100% perfect and very fast, $500. (213) 842-5720. (29)

HONDA SL-100, all the goodies, must see, $250. (213) 323-5459. (29)

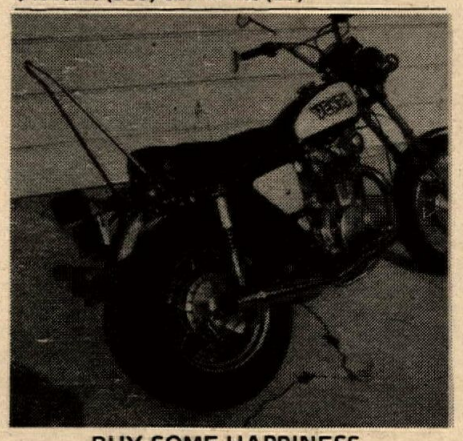
NORTON 750 COMBAT '72
2,000 miles, mint condition, Rickman road racing fenders, small sports tail light, maintained with great care — Sacrifice $1175. (213) 532-7631. (29)

1965 GREEVES 250
Good condition, runs strong. Must sell, $250 or make offer. (714) 842-2415. (29)

FORD STEP VAN-CAMPER. Double bed, stove, ref., John, full closet, 223 engine, super-reliable & comfortable. Completely rebuilt inside & out, excellent condition, $1600.00. (213) 327-1816. (29)

1972 HUSKY 400 MX
Ridden little, never raced. Service forces sale, $900. (213) 289-5259. (29)

BAJA BUG, dirt or street, '62 SR body, '69 1600 engine. Tow bar, luggage rack, extras. Needs interior detailing, mechanically perfect, $450.00. (213) 327-1816. (29)



BUY SOME HAPPINESS
Custom Honda 450 K4. Pearlescent paint, pinstriping, 8" extended, 16" rear, much more. Must sell, $750.00/best offer or consider trade + cash for "like new" Elsinore. (213) 374-2065. (29)

'69 MONTESA 250 SCORPION
Set up for dirt; or legal for street. $300.00/trade. (213) 355-1571. (29)

MECHANIC NEEDED
All phases of 2-stroke tuning and 4-stroke. Top dollar for right man. Contact San Luis Obispo Kawasaki (805) 544-3290. (29/2x)

ATTENTION DEALERS
Motorcycle display racks, rod iron, displays bike in showroom — 3-4 ft. in air. $25.00 a pair. (213) 473-7996 or (213) 477-0997. (29)

1973 INDIAN MX '70 LIKE NEW
Low mileage, very clean, must sell, $350.00. Call after 6 p.m. (213) 367-6544. (29)

MONTESA MOTOCROSS
'71¾, 250 Cappra MX (silver tank). Very fast, very reliable, Konis, extras. See and ride to appreciate! Bike, chest protector and large Premier full coverage for $575. (213) 691-5950. (29)

'72 BULTACO ALPINA 250. 300 miles, like new. Must sell, need money, have payments. Steal at $600. (714) 552-8404. (29)

1970 YAMAHA 90 Enduro, cherry — Mama's bike, $295. (714) 544-1005. (29/2x)

'72 YAMAHA 125 MX
Perfect cond., $475.00. (805) 526-6072 or (213) 522-5141, Simi. (29)

CRAIG WEST
Won trophy — broke bike. Now get a job.
Dad (29)

'71 CZ 250
No beauty to look at, but runs clean and fast. Come and see, $649.00. Also Full Bore boots, size 10, $45.00. Bell Helmet, size 7-1/8, $40.00. (714) 822-0930. (29)

'72 MAICO 250
Rebuilt engine, must sell, $775.00 firm. (213) 598-3128. (29)

TM 400 CYCLONE with extras, clean. Must sell. Call (714) 846-9122. (29)

'68 HUSKY 250. VERY GOOD condition, Curnutts, Cheng Shin, Mikuni, Filtron. Engine, trans. gone through, many extras. Asking $400.00 or make offer. Call Harry (714) 636-5123. (29/2x)

250, 1973 YAMAHA MX
Looks & runs like new. Ridden three times, K&N filter, S&W springs. (213) 863-3361. $825.00. (29)

HUSKY 400 — New top and near new lower end, $500. (213) 762-4559. (29)

750cc TRIUMPH
18" & 19" back wheel, Barnes set up disc brake, A.R.D. mag, early model frame, Torque cams, Fred Ford head, 32 Mikuni carb., Ceriani front forks, extra tires, new Bell Star, 650 barrel & pistons. (714) 686-6972. (29)

'71¾ HUSQVARNA 250 CR. H. MIKKOLA replica, O.H.V., like new, tools, manual, parts. Sacrifice $600.00. After 6 (213) 696-1991. (29)

KAWASAKI
1968 Kawasaki 125 trail bike, excellent condition, $195.00. (213) 693-9775. (29)

'72, 250 CZ. Petty, Akronts, Mikuni, Curnutts, much more, $750. (714) 792-2364. (29)

'67 MATCHLESS G85CS
Scrambler, 500cc single. Collector's item — top condition. Extras include: 2 rail bike trailer, gas tank, carburetor, primary case, more. $900/offer. (707) 224-1549. (29)

FAST AND DEPENDABLE
500 Yamaha, '73. New cond., tires good. Must see to realize value. Need money for four wheels, $965 or best. 10-6 (714) 492-2270, after 6 (714) 830-5393. (29)

FOR SALE
SUPER HUSKY: Newest '73, 400 Husky. Fast, fast. Med. ratio 5 spd., mag forks, Curnutts, cut frame, narrowed pipe, trick motor, tanks, skid plate, cables, tools, moto-plat, six ply, spares. Prepared but not worn. 3 mo. old. COMMIE SECRET WEAPON: Super quick '72, 400 CZ, Mikuni, Filtron, D.I.D. and spokes, 6 ply, pipes, tanks, skidplate, Curnutts, tools, many xtras and spares. 8 mo. old. Husky cheap at $1,200.00. CZ cheaper at $975.00 or trade either for V/W van and cash. Either way. BILL WALTERS: Leathers $30.00, excellent cond., size 30-34, room to grow. $30.00 or trade for V/W van and cash. KILLER MINI BIKE: Sprung both end, 20 hp, 6 times Nat. champ, spare motor, spare wheels, many, many extras. $150.00 or trade for V/W van and cash. '70 EL CAMINO: New Goodyear radials, power steering, R/H. $1,800.00 or trade for V/W van. '70, 400, 8 SPD. HUSKY: Curnutts, cut frame, new seat, six ply, skid plate, fresh throughout. Raced but loved, many xtras. $650.00 or trade for V/W van and cash. Ask for BOB (213) 563-1432. (29)

Genuine **ISDT JAWA** 250cc new, only 2 in stock. Also slightly used 2, 400cc, '72. Get the winner for the upcoming ISDT. Will ship anywhere in United States. South Bay Motorcycle, 2001 Artesia Blvd., Redondo Beach, Ca. 90278. (213) 379-3344 or (213) 772-1647. (29/3x)

'70 SACHS 125 — AKRONTS F&R, Diamond chain, excellent condition, shifts great, strong and reliable. Must see, only $325.00 or best offer, must sell. (213) 475-5004. (29)

'71 YAMAHA 250 MX OR DESERT
Dependable and fast, Girlings, Filtron, Pettys, desert bars, Torque pipe, never raced, perfect condition — $400.00 firm & phone number (213) 340-7374. (29)

INSPECT THE RANKS FIRST
Then appreciate my '70 Sachs (DKW) 125. Accessories. Offer. (213) 846-3652. (29)

SUPER CAFE RACER
Street legal, 750 Dunstall Norton road racer. Built by Paul Dunstall in England. Dual discs, full fairing, chromed frame, everything! $1200 or offer. Also 750 Commando with complete engine rebuild using Dunstall parts, $850 or offer. (512) 441-1840. (29)

SUPER TRICK '72, 250 CZ
Fast, reliable, Akronts, Konis, Mikuni, Kolbenschmidt piston, factory porting, JH pipes, Buchanan spokes, wheel foam, plastic fenders, much more. Immaculate, not junk. Must sell! $795. (714) 982-6806. (29)

HUSKY 250 MH
Filtron, plastic fenders, skid plate, quick throttle, 36 Bing, 400 front brake, nu clutch, O.H.V., super clean and perfect condition, $750. (714) 551-1678. (29)

1967 BULTACO SHERPA less engine, excellent $100.00. Brand new 34mm Mikuni carburetor, never used, holes reamed to fit Bultaco, $30.00. 1967, 200cc basket case engine, good parts, $30.00. 1968 Pursang rear fender, $8.00. (213) 676-4151. (29)

SELL 1972¾ DKW HORNET. Stock engine, Akront rear, plastic fenders, X4 spokes, special moto-plat ignition, E.C. Birt trans. & pipe, $625.00. Health problems. Darryl 18C (213) 542-7239. (29/2x)

MOTORCYCLE PARTSMAN
Experienced only. Ted Evans Motorcycles, Marina Del Rey. (213) 390-3406. (29/2x)

1972 CZ 125, PLASTIC TANK and fenders, Mikuni, Universal fork seals, Waters skid plate, Akront, raced once only, must see. Call Dave at night (714) 842-7122. (29)

'70 SACHS
Very clean, new motor & trans. throughout. $300 or offer. (213) 287-3531. (29)

SUPER CZ
1972, 250 CZ. Super race ready, IRZ, Akronts, T&M pipe, all plastic & more. $1000 inv., very fast! Exlt. cond., $900 firm. After 6:00 (714) 870-1756. (29)

1970, 360 CZ, LIKE NEW, rebuilt engine, 36 Mikuni, plastic CZ fenders & air box, Konis, folding pegs and much more. Sacrifice at $575.00 or offer. Call (213) 833-5817. (29)

'72½ SUZUKI TM400, excellent condition, extras, $625/offer or trade. (213) 826-7953. (29)

'71 KAWASAKI 100 GREEN STREAK — 18.5 H.P., Akronts — 21" & 18", knobbies, Curnutts, Pettys, MX pegs and bars, and more. All new, super fast and clean. (213) 438-0498 after 5. (29)

HONDA 100 MX
.080 overbore, "legal" 100, 13-1 comp. ratio, H&C cam, 26 carb., K&G s/a, lightened & polished, rocker arms & valves, Akronts, Maguras, & more. $1,000 invested, FAST! $425. (213) 255-9202. (29)

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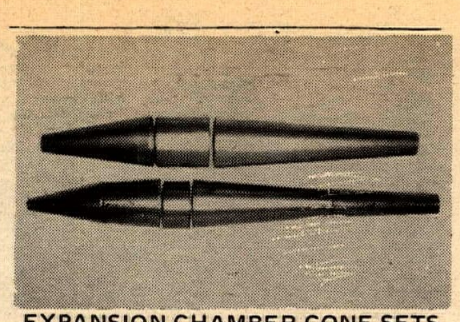

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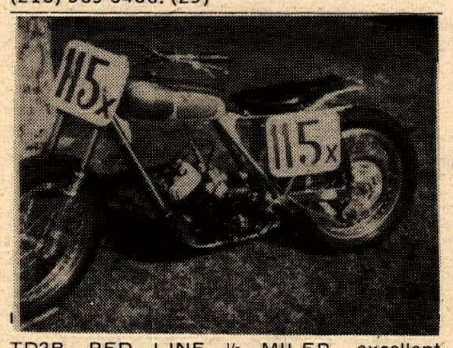

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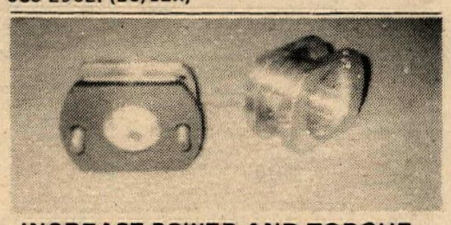

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CONSISTENCY

1st	Triumph	1pt
2nd	OSSA	2pts
3rd	Rokon	3pts
4th	Kawasaki	4pts
5th	Bultaco	5pts

SPECIAL TEST SCORES

1st	Kawasaki	1pt
2nd	OSSA	2pts
3rd	Triumph	3pts
4th	Rokon	4pts
5th	Bultaco	5pts

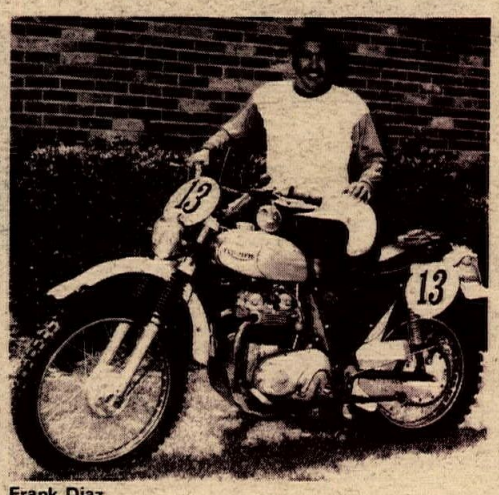
OFFICIAL RESULTS

1st	Triumph	4pts
2nd	OSSA	4pts
3rd	Kawasaki	5pts
4th	Rokon	7pts
5th	Bultaco	10pts

MEDALS EARNED

1st	Triumph	17
2nd	OSSA	15
3rd	Kawasaki	8
4th	Rokon	12
5th	Bultaco	8

Ken Harvey



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